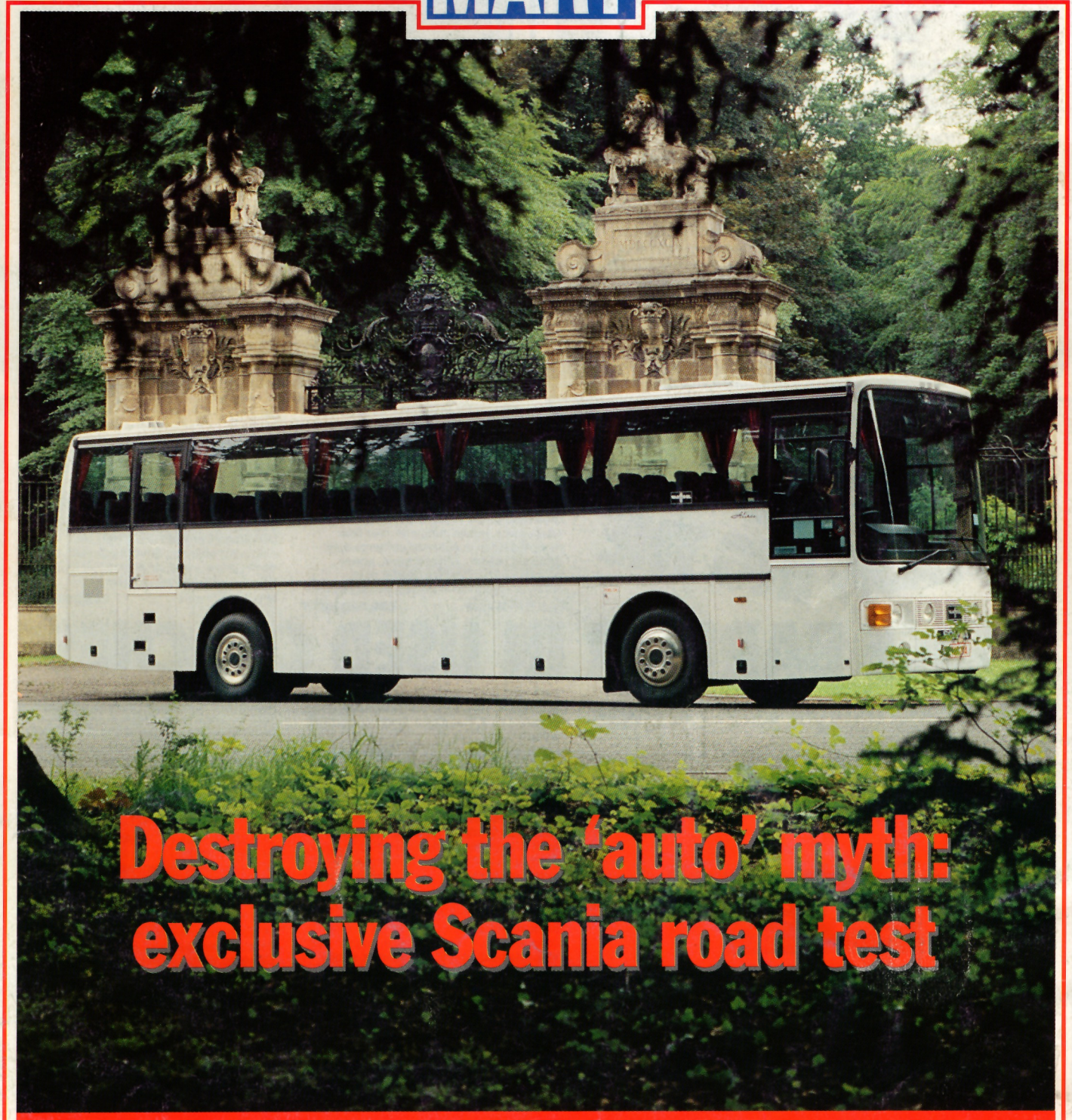
# COACH MART

The weekly for the coach industry

Issue 645 £1

June 27, 1991

## Destroying the 'auto' myth: exclusive Scania road test


Bova franchise move is denied – page 7

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# SMASHING THE PRICE BARRIER IN USED COACHES

## PART EXCHANGE CONSIDERED

**BOVA** 1983 (AUG) EUROPA II INTEGRAL 12M, 49 str., red moquette (44 recliners + 5 fixed at rear), power entrance door, courier seat, curtains, centre sunken toilet, continental door, TELMA, Webasto, driver's fan, white/yellow/orange.
M.O.T. MAR 1992 **£29,500 NETT**

**DAF** 1983 DKFL VAN HOOL ALIZEE-H 12M, 48 recliners, brown moquette, rear floor mounted toilet, continental entrance door, Webasto heating, driver's berth, power operated entrance door, courier seat, curtains, wiring for T.V./video, white/grey/red.
M.O.T. FEB 1992 **£39,500 NETT**

**DAF** 1986 DKFL PLAXTON PARAMOUNT 3500 12M, 49/53 recliners, grey/red moquette, demountable rear sunken toilet, continental exit door, courier seat, curtains, power entrance door, wired for TV/video, cream/duo blue.
M.O.T. FEB 1992 **£57,500 NETT**

**LEYLAND** 1983 TIGER 245 DUPLE DOMINANT IV EXPRESS 11M, semi-automatic gearbox, driver's partition, bristol dome, power entrance door, 53 str., autumn tint moquette, white/duo green.
M.O.T. DEC 1991 **£25,000 NETT**

**DAF** 1982 (OCT) DKTL PLAXTON SUPREME 12M, 57 str., red moquette, power entrance door, tinted side windows, curtains, white/brown.
M.O.T. OCT 1991 **£25,000 NETT**

**LEYLAND** 1982 (AUG) TIGER 245 PLAXTON VIEWMASTER 12M, semi-automatic gearbox, 49 recliners, red/orange moquette, courier seat, power entrance door, tinted side windows, curtains, o/s/r sunken toilet, continental door, water boiler, fridge, wiring for T.V./video, grey/duo green.
M.O.T. MAR 1992 **£29,500 NETT**

**VOLVO** 1984 (AUG) B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, beige/red moquette, rear sunken toilet + continental door, driver's berth, courier seat, Webasto heating, TELMA retarder, drinks machine, curtains, tinted double glazing, power entrance door, wired/boxed for T.V./video, silver/blue.
M.O.T. JUNE 1992 **£47,500 NETT**

**VOLVO** 1983 (AUG) B10M BERKHOF ESPRITE HIGH-LINE 12M, 49/53 recliners, autumn moquette, demountable toilet, continental door, TELMA retarder, cream/red.
M.O.T. FEB 1992 **£35,000 NETT**

**BOVA** 1989 FUTURA FHD 12.290 INTEGRAL 12M, 51 str., duo red moquette, centre sunken toilet + continental exit, Webasto pre-heater, driver's berth, double glazing to side windows, with curtains, DE headlamps/foglamps, wired for TV/video, all white.
M.O.T. JUNE 1992
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**LEYLAND** 1985 TIGER 245 DUPLE LASER EXPRESS 11M, 51 str., autumn tint moquette, armrests, power entrance doors, destination equipment, red/gold.
M.O.T. FEB 1992 **£35,000 NETT**

**DAF** 1984 DKFL CAETANO ALGARVE 12M, 49 recliners, grey/orange moquette, power door, courier seat, curtains, toilet, wired for T.V./video, carpet, water boiler, duo red/white.
M.O.T. JUNE 1992 **£37,500 NETT**

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In detailing these used saloon coaches we have quoted the year of registration and not necessarily the model or year of manufacture.

**VALUE ADDED TAX;**
Prices quoted are exclusive of V.A.T. and are subject to the normal standard rate.

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● Don't miss a super eight page pull-out on Wales...it starts on page 30!

## COMMENT

Let us hope that the desperately needed star rating system for coaches has been taken out of the sidings at last and put on to the main-line.

While we reluctantly recognise that you can't hurry the patents office in its patient deliberations, each month the industry has to wait is one one too many.

Our industry urgently needs the seal of quality which would enable operators and customers alike to distinguish between levels of service.

Coachmart believes that the IRU system - as made compulsory in Belgium and enforced by eight other European countries - must be brought into the UK as soon as possible.

It will have to be administered by the BCC as this country's trade association, and it will cost operators money, but it will turn the tide of declining coach hire rates.

Operators will be able to use star ratings to sell a premium service at a premium rate and we will bury for ever the destructive influence of high-specification coaches running around this country for the same rates as old 53-seaters.

When the star rating system comes it must receive the whole-hearted support of every coach operator. If backed-up by high-profile advertising, the industry will be able to raise its status and operators will be able to demand a realistic rate which will fund new coach purchases.

Meanwhile we must wait. But there are steps that every operator can take to prepare the ground for the big day.

Differential rates for levels of service should be the industry norm. It doesn't need a badge on the side of each coach to identify its quality. So why aren't customers convinced that better coaches cost more money.

John Featherstone's call for management to accept responsibility for pricing policy also confronts the same problem. If coach managers can not cost properly, then he is right - they must be trained. Otherwise all the potential good of a star rating system will be lost.

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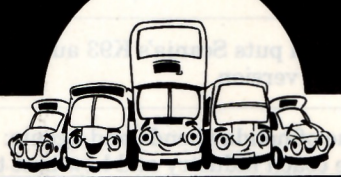

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**NEOPLAN**

**1984 NEOPLAN SKYLINER,** 75/77 re-cliners, DAF 11.6 turbo engine, 8 speed gearbox, toilet/washroom, servery, water boiler, fridge, cur-tains, choice of two, MoT's 22.11.91 and 15.01.92, stock numbers M110 and M111.
**Price** ..... ~~**£39,500**~~ **£37,500**

**JUST A FEW EXAMPLES**

**1983 LEYLAND TIGER 245 (exchange fitted 23/10/90) Plaxton 3500,** 48 reclining seats, hydracyclic, semi-auto gearbox, rear o/s sunken toilet, rear o/s cont door, Webasto, destination gear, MoT 20.12.91, includes full repaint in single colour of your choice. Stock No M021.
**Price**.....**£27,000**

**1981 LEYLAND LEOPARD 11 metre DUPLE,** 53 seats, 6 speed ZF gearbox, power door, side lockers, white exterior/red moquette, MoT Aug 91. Stock no M9102.
**Price**.....**£17,125**

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■NEW VEHICLE

# Renault promises RHD Tracer

RENAULT is promising right hand drive versions of its stylish new Tracer intercity coach. And the RHD versions of the flat floor coach would not just be for the UK, according to senior Renault Vehicules Industriels management in France last week.

Designed as the replacement for Renault's ageing MAN powered S53, the Tracer is expected to build on Renault's 60 percent share of the French intercity coach market and increase its penetration in non-protectionist markets such as Spain, possibly the UK and Eastern Europe. Renault currently estimates the French intercity coach market to be worth over 800 units - up from less than 700 in 1988, when Renault's market share was an even more dominant 85 percent.

Both the 12 metre Tracer body and air suspended chassis are designed and built by Renault. Power is provided by a mid-mounted 253bhp Renault engine, from the same family that powers the PR100, driving though a six speed Renault gearbox. Two doors allow access, via three rather steep steps, to up to 57 seats mounted on rails and room for 28 standees.

Although the floor is flat, it is high - a feeling accentuated by the platforms that run the length of the coach to flatten off the wheelarches. But once on the coach, the passenger is well catered for. Seats are comfortable and the design of the moquette and soft trim which cover the huge and stylish interior luggage racks is up the highest European standards. Ride and noise levels are also impressive.

*Tracer: Right hand drive, options will be available, promises Renault*

At current exchange rates the fully built up coach would cost from £83,000, around 12 percent more expensive than the S53 it replaces. Renault also intends to make the chassis available to bodybuilders in other countries to meet local market demands.

■LEGISLATION

# Coach star rating system edges closer

ADOPTION of the international star rating system by the UK moved one small step closer according to BCC sources.

The IRU standard for coach comfort using one/two/three/four stars to identify the level of service provide by individual coaches is compulsory in Belgium (Coachmart October 11, 1990), but its introduction to the UK depends upon acceptance by the Patents Office.

A patent is essential to prevent unlawful use of the IRU badging which would be applied to coaches as a registered mark. If the star system could be copied, then it would be devalued in the eyes of potential customers.

It is some time since the BCC appointed a Patent Agent to guide the scheme through the Patents maze. However, a final decision could be sometime off given the careful deliberations of the Patents Office.

Even if patented, the star rating system will not be a legal requirement unless taken up by Parliament and given the force of law.

At present 22 countries are known to be taking a serious interest in the scheme, and nine European nations - including Belgium, France, Italy, Spain, and Germany - have taken action.

In each country the scheme is administered by the appropriate trade association which imposes charges to cover costs

■SBG SELL-OFF

# Fife Scottish appeal date confirmed

THE appeal by Fife Scottish against the decision to sell the company to Stagecoach will be heard on Tuesday (July 3) in the court of Sessions in Edinburgh.

The management/employee but-out team was given the go-ahead to seek a judicial review against the decision of the secretary of State for Scotland to allow Stagecoach – the country's biggest coach and bus operator – control of its second Scottish Bus Group company (Coachmart, June 20).

Less than three months after winning the battle for North East bus and coach company, Bluebird Northern, Perth-based Stagecoach has announced that it is looking to shed 20 jobs at Bluebird's central engineering workshops in Aberdeen.

The company is talking to representatives of the Transport and General Workers Union about a change in policy which could see 70 to 80 job reductions at the plant. At this stage, there has been no call for compulsory redundancies.

■COACH

## Ambassador wins Sunday services

GREAT Yarmouth coach specialists, Ambassador Travel, is taking-over Sunday bus contracts in Norwich from Eastern Counties.

It is understood that the loss of work by the dominant bus operator has created resentment among its driving staff. However, Ambassador claims that the six vehicle contract was the result of a stand-alone tender to utilise school contract vehicles that would otherwise be idle.

Ambassador's 10-year old ECW bodied Leopards, which will run the Norwich services, form a small proportion of its 46 vehicle coach fleet.

Fourteen coaches are dedicated and National Express work and the remainder operate on tours, holidays, private hire and day trips.

## BRIEFS

● **THE prospect of strike action by London Forest Travel bus drivers loomed again(Coachmart, June 20) after talks on wages and conditions reached deadlock. The management had agreed to withdraw an 18 percent pay cut pending fresh negotiations.**

● THE future of Boro'line, the troubled Maidstone council-owned company, is still in the balance after councillors failed to decide whether to put it up for sale. A meeting had been called to discuss a Conservative group proposal that it should be sold by competitive tender.

● **A PAY and display coach park has been opened at Cutty Sark Gardens, Greenwich, Greater London. Charges range from £3 to £6 and the park is open daily from 8 am to 6 pm from April to September and 8 am to 5 pm from October to March.**

● STRIKE action over job losses is threatening bus services in Skelmersdale, Lancashire. Forty staff at North Western Road Car have been handed redundancy notices. Colleagues at the company's Ormskirk Road depot say they will walk out if it carries out its threat.

● **TAYSIDE Public Transport was officially handed over to its workforce by Tayside Regional Council. The deal, valued in excess of £4 million, was given the seal of approval by Scottish Secretary, Ian Lang.**

● THE Checkline feature which was due to appear in this week's issue of Coachmart has been held over for two weeks.

■SALES

# Dealer offers part-ex against new vehicles

**SCANIA'S UK coach dealer, Stuart Johnson, is bucking the trend by inviting part-exchange deals against new vehicles.**

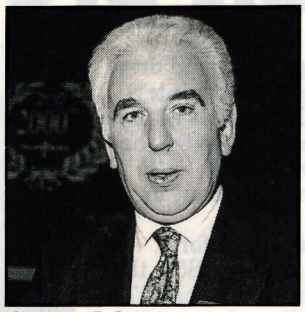
**While other dealers have built up ever-increasing second-hand coach stocks at a time of depressed new vehicle sales, Stuart Johnson claims to have the lowest used stock level for five years.**

**He told Coachmart: 'Our stock level of used coaches is probably too small because we need to offer customers a broader spread of vehicles.**

**'Consequently we are willing to start talking about part-exchange deals now, and are prepared to make decisions about orders for 1991 and 1992.'**

**Stressing the importance of buying now rather than delaying decisions, Mr Johnson said: 'The cost of new coaches will have to be higher than current stock, and I don't believe second-hand prices will move with the new prices because high stocks elsewhere will hold second-hand prices down well into 1992.'**

**Mr Johnson believes he has kept stocks down by a mixture of good fortune and facing the reality of a tight market early. 'You make your own luck, but it became imperative that we came to grips with the situation caused by high interest rates, Gulf War and recession.**



*Stuart Johnson*

**'Eighteen months ago Coachmart asked what we were doing about second-hand stock. Quietly we have been methodically selling vehicles which have been reconditioned to a high-standard, and despite advertised prices we have been realistic in our pricing policy.**

**'The net result is that although Scania now has 10 percent of the new vehicle market we have taken the two trends in tandem and reduced stock levels.'**

■RECESSION

# Cut-backs as Luton & district streamline

LUTON & District is cutting back its daily coach service to London as part of a series of measures designed to streamline the company.

Senior management job losses have also been announced by the employee-owned firm as it grapples with the effects of the recession. As well as inspectorate and clerical staff, the number of commercial managers at the company will be reduced from 11 to seven and the number of engineering managers will be cut from 11 to five.

Five drivers and one coach have been taken off the company's express service to London, but there will be no redundancies. The drivers will transfer to big bus operation. L&D's marketing and development director, Chris Pitcher, blamed the problems being encountered by the town's airport for the cut in coach services.

He said: 'We now operate a half hour service to and from the capital to Luton Airport. It's a far cry from two years ago when the frequency was every 10 minutes.'

Mr Pitcher said that the job losses would not affect bus services. He said: 'We have not firmed up exact numbers yet, but we are looking at management levels and trying to streamline the business.

'It is simply good housekeeping- there is not a company in the country that has not been hit by the recession.'

● THE Labour Party's surprise victory in the May local council elections look to have scuppered the sale of Luton International Airport to American plane making giant, Lockheed.

The council has put plans to sell the £1 million a year loss making airport on hold. L&D were the other bidders in the sale, but had resigned themselves to losing out.

■APPOINTMENT

# Sales admin role for Bateman

FORMER Plaxton man, Maurice Bateman, has been made sales administration manager of coachdealer, AVE-Berkhof.

Mr Bateman has been involved in the industry for nearly 25 years in both the manufacturing field, with Plaxton, and retails sales with Rydale, Arlington and Yeates.

AVE-Berkhof sales and marketing director, David Waterman, said: 'I am pleased to welcome Maurice. His experience of the industry will help us to further develop the Berkhof name in the UK and demonstrates our commitment to the industry.'

■INDUSTRIAL

# United Bus denies franchise switch

UNITED BUS, the European coach and bus conglomorate, has denied strong rumours that its UK Bova franchise is to change. Managing director, Wolf Lijmer, told Coachmart that there were no plans to move Bova sales to Optare and no intention of buying-out the Moseley Group.

Over recent weeks the depressed market for new coach sales had encouraged persistent speculation regarding the future of the Bova sales outlet at Moseley's Loughborough premises.

Bova is owned by United Bus and one move favoured by the rumour-mongers was that fellow United Bus subsidiary, Optare of Leeds, would take on the franchise as reward for its marketing success in difficult times.

Uncertainty fuelled a further suggestion that United Bus could keep Bova sales under its wing by taking-over Moseley.

Both rumours were firmly refuted by Mr Lijmer who was looking to consolidate his manufacturing empire with new products rather than further changes in ownership.

Mr Lijmer hopes that the eagerly awaited Metrobus replacement double-decker will further boost Optare's performance which has taken it from 11 percent to 34 percent of a depressed bus market.

The new 'decker - yet to be named - brings together United Bus expertise by combining DAF chassis design and Optare design flair. It will

debut at the October BCC show.

Bova's Futura will also be in the limelight at the simultaneous BCC and Kortrijk shows. Mr Lijmer promises a redesigned aircraft like interior.

Although Bova sales in the UK plummeted to 12 in the 1990/1 season, they are buoyant in other markets such as Germany where 130 were sold last year. Said Mr Lijmer: 'We are the only non-German manufacturer to make a major impact in that market.'

After five years of sales in Germany, Bova sales have swung in favour of DAF engines. At first Mercedes-Benz was the preferred unit, but 90 percent of this years coaches will have DAF power.

■DEREGULATION

# Grey-Green attacks Government plans

COACHING giant, Grey-Green, has severely criticized Government plans for the deregulation of bus services in London.

The T Cowie subsidiary, which runs nine London Transport tendered routes in the capital, has attacked the main claim in the Conservative Party's proposal that deregulation has been a success in the rest of the country and that it represents the most effective means of solving the chronic traffic congestion problems.

In its response to the Government paper, A Bus Strategy For London, Grey-Green claims that deregulation-rather than easing congestion- will increase it. It also says that fares will rise and expresses fears for the future of concessionary fares, Travel Card and the consumer watchdog, the London Regional Passengers Committee.

So far more than 200 responses to the Government's proposals have been received by the Department of Transport, including one from the Bus & Coach Council, which has given wholehearted support for the measures suggested to combat congestion and improve priority for buses.

● Our sister publication, ***Bus Business***, this week highlights the reaction in more detail of Grey-Green and other operators to deregulation.

■COACH

# Call for better management training

**A LEADING London coach operator made a plea this week for better management training. Venture Transport director, John Featherstone, claims that only then will the industry generate enough income to afford new vehicles and pay attractive wages.**

**Said Mr Featherstone: 'You should start at the beginning. Before training the platform staff, the managers must be made aware of the true costs of operation.**

**'BCT is for drivers, but we don't seem to get coach industry management together.'**

**Mr Featherstone condemned cut-throat pricing in the private hire and contract market. 'The industry can not afford to fund vehicle replacement because operators are unable to command the rate for the job.**

**'There seems to be a lack of realistic pricing. Consequently we must get those who make the decisions properly trained to get the right money in.**

**'We need a lot more money before we can afford training in customer care and all the other things people are calling for. Get the pricing right and the rest will follow.'**

**Pointing to a worsening situation, Mr Featherstone said that while costs of spare parts, wages and legal help followed inflation in an upward spiral, coach revenue was held down by cut-price operators.**

**Venture Transport is a major player in the north London excursion market with a large programme of trips to coast and country attractions.**

## ■BRIEFS

● **LANCASTER City Transport, which owns Lonsdale Coaches, is to ban smoking on its local Blue Bus services. Following the example set by the likes of London Buses, the company has announced that the ban will come into effect on July 22.**

● A SEMINAR on the proposed harmonisation of minibus driver licensing throughout Europe is being held on Thursday, July 25 at the Lakeside Pavilion at the University of Nottingham. Details of the afternoon event can be obtained from: The Community Transport Association, Highbank, Halton Street, Hyde, Cheshire, SK14 2NY. Telephone 061 351 1475/366 6685.

● **DRIVERS at Brighton & Hove Bus and Coach Company have been undergoing special training to help less able passengers following the Sussex operator's success in winning a county council tender.**

● THE MONTH long strike, which crippled Go-Ahead Northern's bus services, has cost the Tyne and Wear operator 10 percent of its custom. The company says it is losing out to other modes of trans-port following the industrial action, involving 150 drivers (Coachmart, May 30).

● **THE inaugural meeting of the new Derbyshire branch of the Bus & Coach Council will be held on Monday, July 15 at the Callow Park Hotel, Derby Road, Wirksworth, Derbyshire at 7.30pm. Any BCC member who operates in the county is invited to attend.**

● TWO of Glasgow's main bus depots- Anderson Centre and St Enoch's Square- could be closed. Urgent talks are currently being held between the region's roads department, Glasgow District Council and Strathclyde PTE following news that the sites are planned for office block development.

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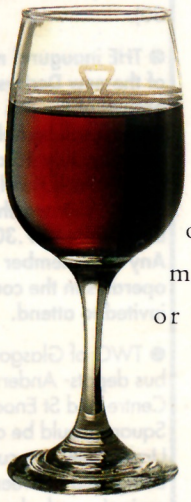

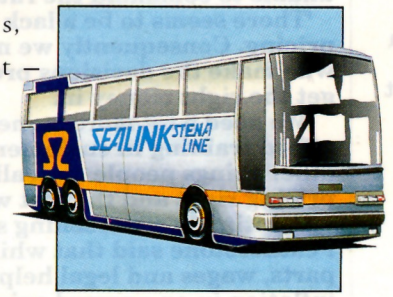


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■SALES

# Buoyant Bus Eireann boost for Plaxton

EIRE'S major coach operator has given troubled Plaxton's a £2 million boost as it continues a success story which is the envy of Britain's hard-pressed industry.

Bus Eireann has taken delivery of another 20 Plaxton Paramount coaches-following a similar order last year- to cope with the continuing expansion of its Expressway network.

In the space of just four years, passenger numbers have leapt a dramatic 60 percent and revenue increased an amazing 80 per cent. Last year the company carried 3.3 million people and made a profit of £1.3 million on a turnover of £14 million.

When Bus Eireann split to become a subsidiary of CIE, the national transport company, in 1987 it had just 15 coaches which concentrated on services to Great Britain. Now it boasts a fleet of 120 express vehicles which have all been built in the last five years.

*Neil Beresford,(left) Plaxton's manufacturing managing director with Donal Mangan, general manager of Bus Eireann and Joe Martin, chief mechanical engineer, receive a framed print of their vehicles from Clive Hodgson, Plaxton's sales director.*

Bus Eireann public relations manager, Cyril Mcintyre, told Coachmart:'When the company split we adopted a clear policy of expanding the Expressway network and we have achieved considerable success - despite strong competition- by offering three services a day on the main routes.

'Expressway provides all-year-round links between Dublin, Cork, Limerick, Galway, Waterford and other major centres. Loadings on those - and new services - are 10 to 20 percent up on last year.'

The resurgence in coach travel in Eire is in stark contrast to that which is being experienced on this side of the Irish Sea and Mr Mcintyre said:' It is sad when you consider that our order to Plaxton Bus & Coach will be one of its biggest of the year.

'Only a couple of years ago, an order of that size would have been peanuts compared to ones from the likes of Wallace Arnold and Shearings. I don't think deregulation has done much to help either the coaching or manufacturing sides of the industry.'

The Plaxton order was based on the DAF MB230 chassis with automatic gearboxes.

■TEST

## Tougher headlamp checks introduced

NEW standards for checking the aim of headlamps on buses and coaches are to be introduced this year by the Vehicle Inspectorate.

Results of a survey carried out by the Transport and Road Research Laboratory(TRRL) has prompted the action after it showed that the number of vehicles failing to meet the acceptable standards had shot up from 77 percent in 1981 to around 90 percent in 1989.

Testing stations will be applying the new standards on an advisory basis from August 1 and then in the full test from October 1. Arrangements are being made at the stations to provide facilities so that operators can adjust the lamps to make sure they are aimed correctly before the test.

● A new tool has been developed to improve corrosion assessment in the MOT test by the Vehicle Inspectorate and motor trade.

At present checks for rust are carried out by a simple 'finger and thumb' examination. Now a tool has been specially developed for the job and will be introduced in November this year.

■INDUSTRIAL

## Norbiton garage to close

LONDON United Busways management is conducting urgent talks with its trade union officials following a decision to close Norbiton bus garage.

The company is attempting to relocate as many of its 100 strong workforce as possible, although a spokesman refused to rule out the prospect of redundancies. Norbiton has been struggling since last year when it lost 80 percent of its work from the garage.

It is intended to transfer its two remaining London Transport tendered routes to the Fulwell garage.

■CONGESTION

## Rifkind to meet BCC top brass

BUS & Coach Council top brass will be meeting the Secretary of State for Transport, Malcolm Rifkind, next month as part of its ongoing 'Buses Mean Business' campaign.

Director general, Veronica Palmer, president, John Owen, and vice president, Graham Smith, will have an informal meeting with Mr Rifkind at the Department of Transport on Wednesday, July 10.

The BCC, which already has the support of public transport minister, Roger Freeman, its initiative, is keen to make the minister aware of how many people in the UK are transported by bus and coach and how they can ease congestion in our cities.

Mrs Palmer and Mr Owen were also due to fly to Brussels this week to meet the EC director general of transport to discuss 1992 and the increasing legislation which is affecting UK coach and bus drivers.

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**Editor in chief** - Mark Barton
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**Features editor** - Mike Morgan
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ABC
MEMBER OF THE AUDIT BUREAU OF CIRCULATIONS

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■RECEIVERSHIP

# More Northern Counties jobs go as Dormobile attracts bids

**ADMINISTRATIVE receiver, Grant Thornton, has announced another 20 job losses at struggling bus maker, Northern Counties.**

**However, Grant Thornton's Malcolm Shierson told Coachmart that he was still confident that the Wigan-based company could be sold as a going concern. 'I have been encouraged by the number of enquiries we have received and talks are going reasonably well,' he said.**

**Mr Shierson added that the sale was in 'phase two' of a three or four phase schedule. Northern Counties was placed in the hands of the administrative receiver last month(Coachmart, May 30) and immediately announced that 127 of the 304 strong workforce was being made redundant.**

**The latest job losses has reduced that to 120. Mr Shierson explained:'At the moment we have 20 vehicles in build and by August we will have none. Workforce numbers will reflect the diminishing production.**

**OVER 70 enquiries have been received for ailing minibus and van maker, Dormobile, which was placed in the hands of the administrative receiver last month(Coachmart, June 6).**

**Mr Alan Bloom, of joint receiver, Ernst & Young, said that he had shown eight or nine prospective purchasers round the company's Folkestone, Kent, headquarters. He added: 'Although there is a long way to go, I am encouraged by the interest shown in the company.'**

**Dormobile, which in recent years has specialised in public welfare vehicles, went into receivership - and announced 60 job losses - following the crash of its parent company KBD Automotives. Last year Dormobile had a turnover of £7 million and registered a loss of almost £1.6 million.**

*Northern Counties: talks going well despite job losses.*

■SUPPLIERS

# CISA is 'force too be reckoned with

THE Coach Industry Suppliers Association (CISA) is now a force to be reckoned with according to its chairman, John Allen, of Allen and Douglas.

Mr Allen was re-elected chairman for a third year because CISA members felt that he had begun the job of changing the role and structure of the association, and he should see the task completed.

Over the past year CISA membership grew substantially to 24 companies and it achieved a major breakthrough with the successful ExpoCoach 90.

Said Mr Allen: 'It was through CISA that a group of members got together to promote the show at Donington. This group is already well ahead with plans for ExpoCoach 92 which will take place at Donington in October 1992 and again CISA will be giving the event its wholehearted support.

'The task ahead,' he continued, 'is to redefine the structure of CISA and adapt it to suit the wider needs of the membership and also the changing face of the market.'

He also wants CISA to become a voice within the industry and parliamentary circles, recognised as representing a major part of Britain's supply industry.

● Companies wishing to join CISA should contact the membership chairman: Brian Chapman, Chapman Stevens, Chepping House, Temple End, High Wycombe HP13 5DR. Tel: 0949 444346. Fax: 0949 30876.

■COACH/BUS SALES

# Surplus sale at Yorkshire Rider

TWO Leyland Leopard coaches, workshop equipment, £50,000 of double-deck bus spares and 15 four-year old Sherpa minibuses go under the hammer next week. Yorkshire Rider is selling-off its surplus stock from its Swinegate depot, Leeds.

In association with former ADT employee and freelance auctioneer, Graham Slights, Rider is holding the auction to clear the former mini-bus garage at Sovereign Street, Swinegate, which is to be closed for redevelopment.

The sale will be held on Thursday ( July 4), at 11 am and potential bidders can view the lots the day before between 11 am and 4 pm.

The coaches are both Plaxton Supremes. One is a 1979 model with MOT to November and the other, new in 1981, has expired test.

Although Rider elected for the in-house sale to clear large quantities of surplus stock, it will be putting the remainder of its 40 redundant minibuses through the next ADT sale at Belle Vue, Manchester.

■EXPRESS SERVICE

# Central and Maidstone merge on service

**LONDON Central and Maidstone & District have teamed up in a bid to increase awareness of the Medway Express Night Service.**

**The route-NX1- operates between London(Victoria and Trafalgar Square) and Gillingham via Welling, Bexleyheath, Dartford, Gravesend, Strood, Rochester and Chatham on Friday and Saturday nights.**

**Starting next weekend, the promotion will enable Invictaway single, return and season ticket holders to travel on the NX1 half-fare. In return, Maidstone & District will market the NX1 in its timetable book.**

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**NEW IVECO 4510,** high tube 18-seater, high back seats, tinted windows, luggage racks, quad vent, stereo/cassette, 4 speakers, body skirts, COF .....**£24,950**

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**DAF 400 16-SEATER**
**MERC 410D 15-SEATER**

**TALBOT 1000,** 12-seater minibus, seats covered in moquette, plywood floor covered in lino, full soft trim, saloon heater, lights, COF .....**Diesel £9,950**

**NISSAN URVAN,** 12-seater minibus, seats covered in moquette, plywood floor covered in lino, full soft trim to saloon, interior lights, COF .....**£10,750**

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**1989 (G) TOYOTA CAETANO OPTIMO,** 21 moquette seats, radio/cassette, table, power door, many extras, annual August '91.

**1986 (D) FREIGHT ROVER SHERPA,** 16 + 5 standees, moquette bus seats, power door, diesel, annual 1 year.

**1984 (B) FOR** SOLD diesel, overdrive, 16 moquette seat

**1988 (E) TALBOT EXPRESS 1500,** petrol, 14 high back moquette seats, white exterior, blue interior, annual 1 year.

**1973 (V) IVECO,** petrol, 17 moquette seats, white exterior, MoT 1 year.

**1986 (D) FORD TRANSIT,** Sweet Sixteen, 2.5 diesel, 16 hi-back moquette seats, swivel door, annual August '91.

**1990 (G) MERCEDES 408D,** 15 seats, radio, 11,500 miles, curtains.

**1986 (D) IVECO CAETANO VIANNA,** 19 seater, diesel.

**1988 (F) CITROEN C25,** petrol, 12 seater, non PSV.

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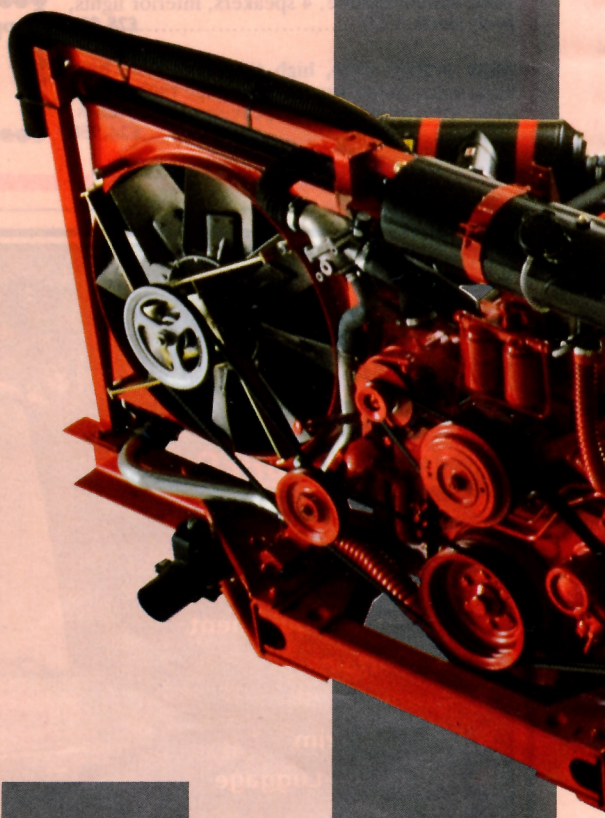

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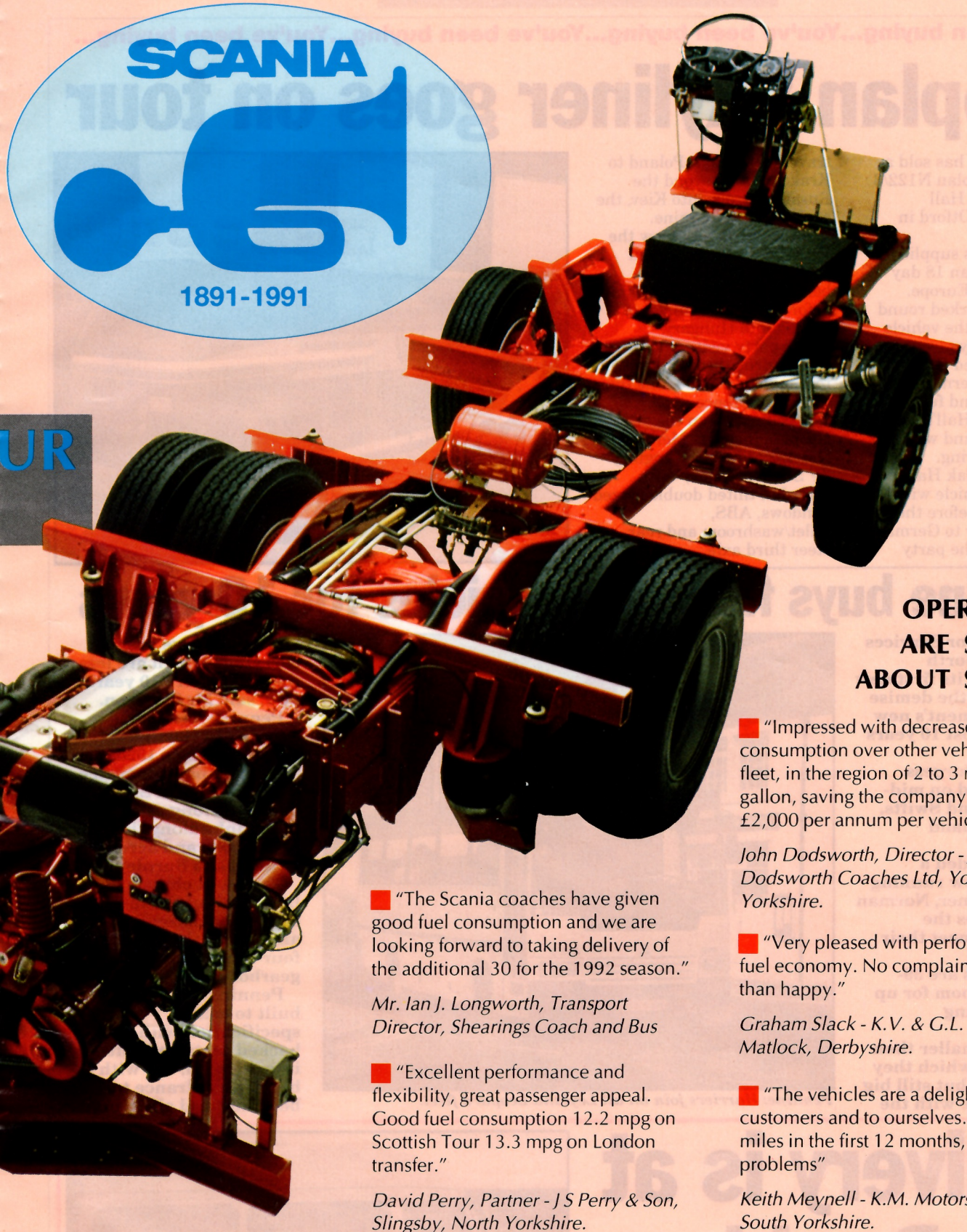

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*Mr. Ian J. Longworth, Transport Director, Shearings Coach and Bus*

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*David Perry, Partner - J S Perry & Son, Slingsby, North Yorkshire.*

"Impressed with decrease in fuel consumption over other vehicles in the fleet, in the region of 2 to 3 miles per gallon, saving the company £1,000 to £2,000 per annum per vehicle."

*John Dodsworth, Director - John Dodsworth Coaches Ltd, York, North Yorkshire.*

"Very pleased with performance and fuel economy. No complaints, more than happy."

*Graham Slack - K.V. & G.L. Slack Ltd, Matlock, Derbyshire.*

"The vehicles are a delight to our customers and to ourselves. 80,000 miles in the first 12 months, no problems"

*Keith Meynell - K.M. Motors, Barnsley, South Yorkshire.*

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You've been buying...You've been buying...You've been buying...You've been buying...

# Neoplan Skyliner goes on tour

CARLTON PSV has sold a fourth new Neoplan N122/3 Skyliner to Oak Hall Expeditions, of Otford in Kent.

The coach was supplied at short notice for an 18 day tour of Eastern Europe. Carlton staff worked round the clock to get the vehicle ready in four days.

They completed CIF preparation, internal modifications, and full respray in Oak Hall's livery of silver duo blue and white with vinyl lettering.

Ian Mayo of Oak Hall collected the vehicle with 24 hours to spare before the first stage of the tour to Germany.

From Berlin the party travelled through Poland to Krakow then beyond the Russian border into Kiev, the capital of the Ukraine.

After visiting Moscow the tour then passes through countryside which once belonged to Czechoslovakia before the war then out of Russia into Hungary.

The party visits Budapest and returns through Austria to complete a 5,000 mile tour with a difference.

Specification on the Neoplan includes Mercedes OM 422 twin turbo engine, ZF S6-90 gearbox, Voith retarder, tinted double glazed windows, ABS, toilet/washroom and rear steer third axle.

# Pennine buys first new vehicles for 10 years

**PENNINE Motor Services of Gargrave, North Yorkshire, has its first new vehicles since the demise of the Government's new bus grant almost 10 years ago.**

**Two Reeve Burgess Harriers, based on mid-engined Leyland Swifts, join an all Leyland Leopard fleet.**

**Pennine needed a vehicle with low running costs and partner, Norman Simpson, hopes the Harriers will meet their expectations.**

**The Harriers are 39-seaters with room for up to eight standing passengers.**

**'They are smaller than the Leopards which they are replacing, but still big enough to cope with the loads which we are carrying - which are less than they were 10 years ago', said Mr Simpson.**

**Pennine has been running in North Yorkshire since 1925.**

**The company operates local services in Skipton as well as long-established rural links along the A59 to Ingleton and across the Pennines to Burnley.**

**The Swift chassis has 5.9 litre 130 bhp Cummins 6BT turbocharged engine and optional Allison AT545 four-speed automatic gearboxes.**

**Pennine's Harriers are built to coach specification with high-backed seats and soft interior trim, but with a bus-style entrance to ease boarding and alighting.**

*Pennine: Harriers join an all Leyland Leopard fleet.*

# Delivery is at the Double

THE latest coach for Double B Travel of Southsea is a new 16 seat PSV-spec Leyland DAF 400 series from Made to Measure.

The conversion includes high-back Capri seats by Kustombuilt trimmed in M-2-M red and grey moquette. It is fitted with full soft trim interior, lift-up roof vent, electric intake/extract unit, saloon heater, full length luggage racks with driver's locker, lowered passenger entrance step, Blaupunkt stereo radio/cassette with four speakers, decorative curtains and wheel trims.

You've been buying...You've been buying...You've been buying...You've been buying...

# Sharrocks gets another DAF

SHARROCKS of Westhoughton, near Bolton, has another new DAF to maintain its policy of one new coach a year.

Like last year, the livery application is distinctive and individually styled to suit each vehicle. It was painted by supplying dealer, Hughes DAF of Cleckheaton.

The chassis chosen this time is the SB2305 DHS with 265 bhp engine and full air suspension with raise and lower facility.

Bodywork is again a Plaxton Paramount 3200 with low driving position and 53 reclining seats.

# Javelin joins the Hornsby fleet

A NEW Plaxton bodied Dennis Javelin has joined the 100 percent Plaxton coach fleet of Hornsby Travel Services, of Scunthorpe.

The Paramount 3200 bodywork is one of the first special edition 5000 LE models.

It has low driver position, 53 reclining seats, courier seat, double glazing and blinds to side windows.

Hornsby Travel's eye-catching livery of metallic silver base with two-tone blue bands and red stripes incorporates promotional lettering for its UK and continental tours.

# Marchwood moves for Optimos

SALVADOR Caetano (UK) has supplied two Optimo II luxury mini-coaches to Marchwood Motorways, based at Totton, Southampton.

Specified to GL standard, one coach is fitted with 21 fixed seats, while the other has 18 seats and large boot facility.

An impressive array of luxury fitments on the vehicles include power plug door, tinted bonded side windows with full draw curtains, forced air ventilation, individual reading lights, radio/PA/cassette equipment and full soft trim with centre-gangway carpet.

# More for Myrtle

MYRTLE Tree Holdings, a passenger transport group comprising Ace Taxis, Fortune Sydenham Garage and Aztec Coaches, has changed direction by adding a full-size coach for short breaks.

Currently running 20 coaches in the 16-33 seater range, Aztec Coaches has bought a 51-seat Jonckheere P599 Deauville on MAN 16.290 underframe. After evaluation the MAN was found to offer power and economy, together with the added convenience of large central luggage lockers.

Pictured (below) receiving the keys from Jonckheere UK's sales manager, Arthur Humphries, is Graham Fortune, chairman of Myrtle Tree.

# Moving in exalted circles

A MAN who travels in exalted circles is Hong Kong businessman and new owner of Ensign Citybus, TT Tsui.

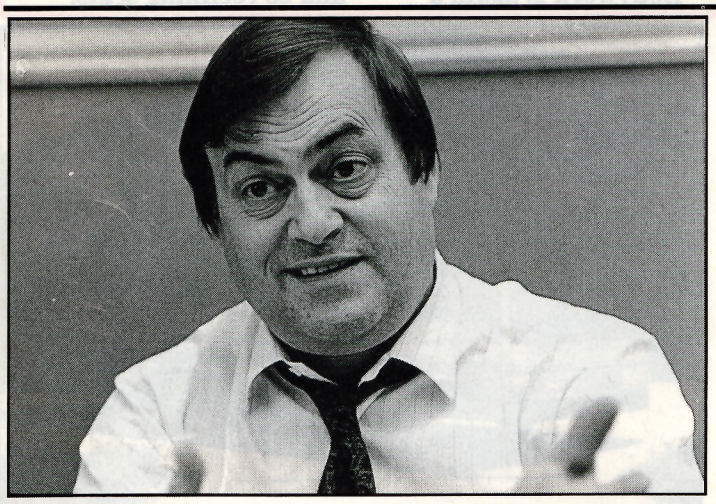
The well-known art collector and music lover took time out from opening his gallery at London's Victoria and Albert Museum to personally lodge his bus company's bid for London Transport tendered route 29.

The night before lodging his bid, he had been in the company of HRH The Prince of Wales and other dignatories, including Michael Heseltine and Lord Carrington.

The businessman travelled to London Transport headquarters with managing director of Ensign Citybus, Leon Daniels, and a five foot impression of the three-axle Leyland Olympians which Ensign proposes to use.

The company already operates over 50 of the vehicles in Hong Kong and will order 30 if its wins route 29, which runs from Wood Green to Trafalgar Square- an investment of over £4 million.

*TT Tsui (right) and Leon Daniels deliver their bid.*



# Prescott under pressure!

**A MAN under pressure- that's shadow transport secretary and 'Spitting Image' star, John Prescott (pictured left).**

**A top computer boffin, Dr Guy Fleming of Bournemouth Polytechnic, claimed in one of the tabloids last week that people reveal their hidden personalities in the secret passwords they choose to get into their machines.**

**It was reported that Mr Prescott told the newspaper that he would use pick s** off as his password- a sign he was under stress.**

**Could it be that he's worried that Labour win the next election and he'll have to sort out the country's transport mess?**

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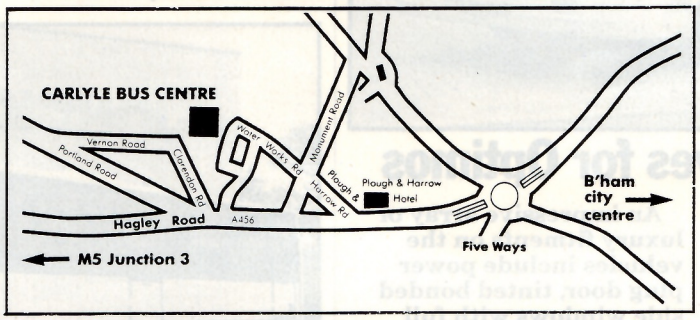


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# Tax status of drivers

*From Brian Stevenson*

SIR

I read the article on the tax status of coach drivers(Coachmart, May 2) with interest and note that it has brought contradictory responses from readers.

All tax status enquiries call for a detailed examination of the actual working relationship. Written terms and contracts are important, but equally any oral or implied conditions attached to the work have to be considered.

It would be incorrect for the Inland Revenue to make sweeping decisions about workers tax status without first having all the relevant facts. Because of your connection with the public service vehicle industry you will have a very clear idea how typical working arrangements line up against the general tests contained in the leaflet IR56. This leaflet called 'Employed or Self-Employed?' is produced jointly by ourselves and the Department of Social Security.

Your own experience of the industry leads you to come down firmly on the side of employment.

In general it is fair to say that a driver who has no financial interest in the vehicle driven; who has no responsibility for running for maintenance costs; whose passengers have contracted and paid a coach operator or supplier; and who is paid a fixed sum determined by the day or hour, is unlikely to be genuinely self-employed. Such people are unlikely to be in business on their own account. They will not face financial risk, nor will they benefit from their own sound management.

These basic concepts are unlikely to alter even though the worker may be engaged on a casual or short-term basis. It is of course possible that a driver may be engaged on unusual or special terms which would genuinely amount to self-employment.

BRIAN STEVENSON
INLAND REVENUE
SOMERSET HOUSE
LONDON WC2R 1LB

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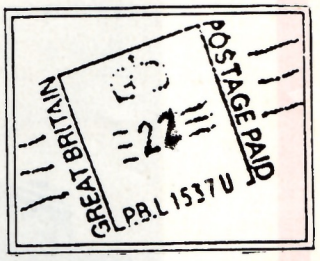


**The Editor is always pleased to receive letters for publication in Coachmart and will, if requested, publish these anonymously. But please attach your name and address for our own information.**

# The industry's KGB

*T Parkins*

SIR

In our continual quest for trading suppliers within the road coach industry we are hampered by the operations of that well-known branch of the KGB, often referred to as the Bus & Coach Council.

Getting information out of these boys is more difficult than from Moscow Centre itself. Just try the experiment at a trade exhibition: asking for a membership list will get you a very dusty response.

We need full information from coach operators – the number, type, capacity and age of the fleet they run, as well as the actual vehicle locations of the fleet. Obviously we do not wish to put tour passengers onto a school bus, for example.

A little more co-operation and open-ness from the gentlemen in the Secret Society would be very helpful; at present we feel that the members' own trade body is a hindrance to potential customers rather than a help.

Perhaps you might publish this letter and invite a response? They won't talk to us.

T PARKINS
CHILTERN TRAINS
PO BOX 10
CHINNOR
OXFORD
OX9 4UJ

# BCC is the answer

*From Philip H Carlisle*

SIR

Dave Crook and friends need look no further for an association for owner drivers - one exists already. It is the Bus & Coach Council.

We exist to serve all bus and coach operators, regardless of size, and owner drivers can enjoy the benefits of membership just as much as the very biggest coach firms.

For as little as £96.20 a year Dave Crook could have peace of mind on the road. He could have the benefit of BCC's unique specialist advice on technical matters, legal affairs and operations. A returnable deposit would give him access to our Mutual Aid Scheme.

Mutual Aid will enable him to call upon his fellow operators for help when he is away from home. It also includes free cover with AA-BRS and RAC-Octagon recovery service, both worth a fortune in their own right.

Although tyres are not at present supplied, our trading subsidiary, Bus and Coach Services, does do some of the cheapest deals on fuel. Its Coach 'n' Bus Card would allow Dave to buy derv at hundreds of sites around the country at well below normal pump prices.

BCC members can also get excellent deals on insurance, pensions, antifreeze and fire extinguishers. A special rate for BUPA and a loss of PSV licence insurance scheme are also available.

Another major benefit of BCC membership is the opportunity to meet and discuss problems and ideas with fellow professionals. Regular meetings are held all over the country when operators exchange ideas and make new contacts.

Virtually all the benefits which Dave Crook seeks, as well as a few others, are available to BCC members.

As the only organisation representing the industry, BCC speaks with one voice. That voice is respected and consulted by Government, local authorities and Europe. With 1992 only months away, the logic of collective action has never been stronger and only BCC has the resources and experience to speak loudly and clearly.

If Dave and his fellow owner-operators want to join their fellow professionals, we are ready to talk. Membership is not expensive, and with more people like Mr Crook on board we can develop even more of the services that he and owner drivers need.

PHILIP CARLISLE
DIRECTOR
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# Wright is wrong

*From C M Clarke*

SIR

I would like to take this opportunity to refute an incorrect statement by Wrights of Wrexham(Coachmart, June 13). Mr Wright alleged that this office had told him that he would receive short notice on his Wrexham - Chester registration and that we had then changed our minds.

This is not the case. Wrights of Wrexham was never told it would receive short notice. It was informed that short notice would be considered and the company presumed that it would be allowed. On this occasion short notice was not allowed.

C M CLARKE
CLERK TO THE TRAFFIC
COMMISSIONER
NORTH WESTERN TRAFFIC AREA
PORTCULLIS HOUSE
SEYMOUR GROVE
MANCHESTER
M16 0NE

# ABTA and Wold Travel

*From D Rowland*

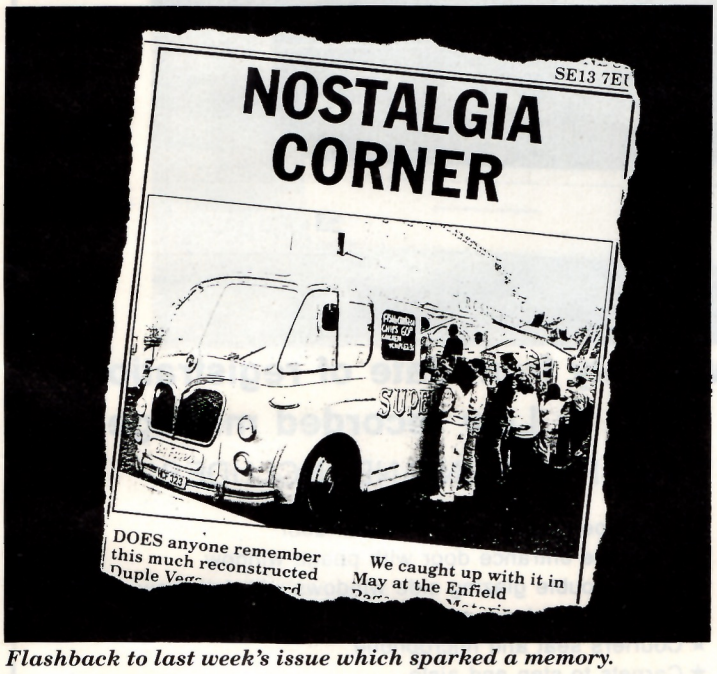
SIR

Wold Travel wishes to apologise for any comments made about ABTA which may appear defamatory (Coachmart, May 30).

The letter, written in good faith to Coachmart and although not marked 'not for publication' was not meant for publication. It was merely to see if any other operators like ourselves did work around this time for tour operators and those accounts are still to be paid, be it that the tour operated has now ceased business.

Our opologies to ABTA.

D ROWLAND
WOLD TRAVEL
HUGGATE ROAD
NORTH DALTON
DRIFFIELD
EAST YORKSHIRE
YO2 9UY




***Flashback to last week's issue which sparked a memory.***

# Coach identified

*From Ernest Barnett*

SIR

With reference to 'Nostalgia Corner'(Coachmart, June 13), the vehicle shown HCF323 is a Bedford SBG Duple 38-seater. It was new in April 1955 to Burton Coaches, Haverill, Suffolk and was sold to Saunders, Stotfield for use as a fish and chip bar in March 1973.

ERNEST BARNETT
NEWLANDS
GLASGOW

# Nostalgia corner

PETER SKINNER - owner of the 1949 Bedford OB seen on the front of Coachmart (June 13, 1991) - is keen to set-up a register of operational Bedford OB's.

He told Coachmart: ' I feel a register would be to the mutual benefit of other operators of OBs who from time to time may require help with information or even inter-hiring.'

Mr Skinner profits from nostalgia by running the OB as an operational vehicle. It was acquired two years ago and is currently working alongside other vehicles in the fleet of Nostalgia Travel, the specialist vehicle division of Tourex Coaches of Oxford.

The OB, which has Duple 29 seat coach body, is believed to have been originally purchased by Frank Mapson of Swindon. Then it passed to Rimes of Swindon who owned her until 1969 when she went to NC Hillier of Chippenham who sold her to Eddie Longstaff of Stockton-on-Tees. While with Mr Longstaff the coach featured in 'All Creatures Great and Small.'

Nostalgia Travels other vehicles are: 1965 Bristol FLF double decker, 1969 Bedford VAM 70 Duple Viceroy 45 seater, Tootles a 1951 London taxi, a 1959 Princess Vanden Plas limousine and a 1936 Armstrong Siddeley Lanaulette.

● Anyone interested in forming an OB register should contact Mr Skinner at Nostalgia Travel, Lamarsh Road, Oxford. Tel 0865 241444.

***Bedford OB -- Still in demand***

# EOS

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# BLOWING THE AUTO MYTH

**Mike Morgan puts Scania's automatic K93 through its paces and finds that it comes out on top in terms of economy, performance and passenger comfort.**

FEW coach operators favour automatic gearboxes in coaches. Conventional wisdom dictates that a manual gearchange is the more economical option. They are cheaper to buy and cheaper to operate.

But are they?

Tony Clayton, coach sales director for Scania agents, Stuart Johnson, offered Coachmart the opportunity to set the record straight. 'It's all a myth about automatics being uneconomical. Take a 8.5 litre powered Scania K93 which is returning double-figure fuel economy with many operators and prove that an automatic can do better.'

That was the challenge set for this two-day Coachmart road test and the result may surprise many people.

However, before the test started a few more mis-conceptions were laid to rest. The Scania K family of Swedish built coach chassis consists of two models - K93 and K113. In fact the only difference is the engine. The 113 has a muscular 11 litre power unit whereas its cousin is endowed with a smaller 8.5 litre unit producing 252 bhp - respectable but looking less impressive on paper.

If the only difference is the power unit, then why is the 93 rarely associated with high-floor coachwork? The suspension is the same, so why not?

Consequently the test was set to go with a 3.4 metre high Van Hool bodied 55-seater weighing-in at 11,320 kg. If the automatic could move this at anything like a respectable pace then Tony Clayton's claims may have some foundation. But there was still some doubt that the results could bear close examination unless there was a direct comparison.

True, Coachmart has tested a long-list of coaches under substantially the same conditions using the same two-day test route with fuel consumption monitored over three distinct sections. We can compare with other chassis types, but not another K93. The answer? Test a manual K93 at the same time.

The scene was set for the clash of the two K's. One with Van Hool bodywork and automatic transmission. The other bodied with Plaxton's four-star 53-seat Paramount 3500 and standard Scania five-speed splitter gearchange. ▶

*Scania's K93 automatic: ahead in performance and economy*

## PERFORMANCE

**Automatic**

| Gear | Ratio | Speed | RPM |
|---|---|---|---|
| 1 | 4.68:1 | 25 mph | 2,300 rpm |
| 2 | 0.93:1 | 40 mph | 2,300 rpm |
| 3 | 0.93:1 | 62 mph | 2,300 rpm |
| 4 | 0.70:1 | 70 mph | 1,900 rpm |
| Reverse | 4.68:1 | | |

**Manual**

| Gear | Ratio | Speed | RPM |
|---|---|---|---|
| 1L | 9.89:1 | 7 mph | 2,300 rpm |
| 1H | 7.29:1 | 10 mph | 2,300 rpm |
| 2L | 5.22:1 | 15 mph | 2,300 rpm |
| 2H | 3.85:1 | 20 mph | 2,300 rpm |
| 3L | 2.94:1 | 26 mph | 2,300 rpm |
| 3H | 2.17:1 | 35 mph | 2,300 rpm |
| 4L | 1.78:1 | 43 mph | 2,300 rpm |
| 4H | 1.36:1 | 56 mph | 2,300 rpm |
| 5L | 1.31:1 | 57 mph | 2,300 rpm |
| 5H | 1.1:1 | 70 mph | 2,100 rpm |
| Reverse | 9.89:1 and 7.29:1 | | |

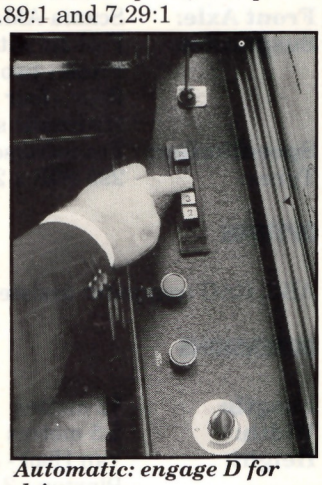
**RPM at speeds in top gear**

| | Automatic | Manual |
|---|---|---|
| 30 mph | 950 rpm | 1,075 rpm |
| 40 mph | 1,200 rpm | 1,250 rpm |
| 50 mph | 1,400 rpm | 1,600 rpm |
| 60 mph | 1,600 rpm | 1,800 rpm |
| 70 mph | 1,900 rpm | 2,100 rpm |

**Acceleration**

| | Automatic | Manual |
|---|---|---|
| 0-30 mph | 8 secs | 12 secs |
| 0-40 mph | 14 secs | 18 secs |
| 0-50 mph | 20 secs | 26 secs |
| 0-60 mph | 26 secs | 38 secs |
| 50-70 mph in top gear | 20 secs | 26 secs |

Lowest comfortable speed in top gear: **Automatic** - not recorded **Manual** - 20 mph



*Automatic: engage D for drive*

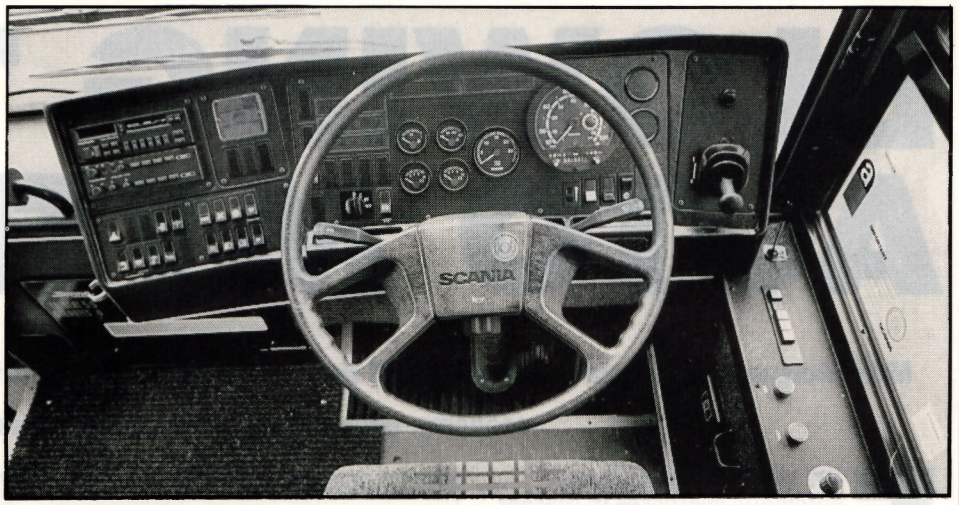
◀ Our match was as even as possible while providing the added spice of contrasting Van Hool and Plaxton coachwork. They varied in height and weight - but only a fraction of a metre and a few kilograms separated the two contestants.

The automatic was built to the same chassis specification as the 30 K93s on order for Shearings after its initial experience with 17 Scanias. Van Hool's bodywork was to standard UK spec. with 55 seats, one-piece windscreen and single glazed side windows.

Shearings wanted the easier gearchange because its drivers were more accustomed to the tones of mid-engined Volvo B10Ms and Leyland Tigers. Concern about the risk of over-revving a rear-engined machine counselled caution, and Scania's GA775R four-speed gearbox offered foolproof operation.

Scanias for Shearings will continue to be sourced from both Plaxton and Van Hool, but the size of the repeat order from the coach holiday giant gives Scania renewed confidence in the abilities of the K93 - particularly with automatic gearbox.

The Van Hool Alizee design is familiar across many continents, never mind the UK. However, it continues to impress with build quality and attention to detail which are examples that many others can only follow.




*Easy cab access and clear instrument display make the K93 an inviting prospect to drive*

The interior was not only tastefully furnished, but comfortable and refined. Van Hool's trade marks were there for everyone to see and admire. From the use of practical interior materials through to the flush fitting locker doors, this was clearly a quality product.

Strangely our first contact with the coach was likely to be the worst. Instead of a flush fitting plug door, the vehicle an in-swing door which took up valuable step space when open and refused to lock firmly in position when closed.

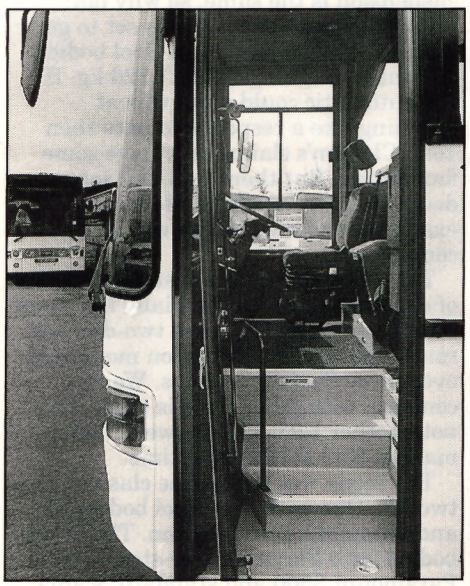
Consequently, predictable door movement when the coach was moving at speed created wind noise which let the side down badly.

Nevertheless it is easy to forgive this one failing. The three entrance steps are of equal height - always a good sign - and the flat entrance area commendably extends into the drivers' cab to allow straight-forward access and easy cleaning when sweeping-out.

Although there was no gangway carpet or the benefit of double glazing, the interior had considerable passenger appeal - and therefore operator appeal.

Our test coach was finished in grey soft trim with seats and roof covered in an eye-catching moquette with unusual red check pattern. Van Hool's recliners offer good long-term comfort and the 55-seat specification did not compromise leg or knee room.

Extras were restricted to the excellent ▶



*Equal height steps and level entrance are good, but the door takes up valuable space*

## SPECIFICATION

| | |
|---|---|
| **Manufacturer:** | Scania |
| **Model:** | K93 - automatic and manual |
| **Price:** | Van Hool Alizee H 55-seat bodywork and automatic gearbox £115,000<br>Plaxton 3500 53 seat four star bodywork and manual gearbox £107,500 |
| **Engine:** | Scania DS9 05 turbo-charged vertical in-line rear-mounted |
| **Power:** | 252 bhp (185 kW) @ 2,200 rpm |
| **Torque:** | 750 Lbf (990 Nm) @ 1,300 rpm |
| **Capacity:** | 8.5 litre |
| **Gearbox:** | Automatic - four speed Scania GA775R<br>Manual - five speed Scania GS 772 with splitter |
| **Clutch:** | Single dry plate - hydraulic control with air assistance |
| **Retarder:** | Automatic - integral hydraulic retarder and exhaust brake operated through footbrake.<br>Manual - exhaust brake operated by foot-switch. |
| **Steering:** | SH40R03 - hydraulic power assisted<br>- steering wheel adjustable for height and rake |
| **Brakes:** | Dual circuit full air - split front and rear<br>Spring release parking brake |
| **Drive Axle:** | Scania ADA 90 with R642 single reduction hypoid<br>- rated at 11,000 kg |
| **Front Axle:** | Scania AMA 56 'I' section beam - rated at 6,500 kg |
| **Suspension:** | Full air with ferry lift<br>Front - two bellows<br>Rear - four bellows and anti-roll bar<br>Hydraulic shock absorbers front and rear |
| **Speedlimiter:** | Econocruise |
| **Tyres:** | 295-80R x 22.5 |

### OPTIONS

ABS, CAG (computer assisted gearchange), Telma (manual only).

### DIMENSIONS

| | | | |
|---|---|---|---|
| **Length:** | 12 metres | **Wheelbase** | 6 metres |
| **Width:** | 2.5 metres | **Unladen Weight:** | Van Hool - 11,320 kg<br>Plaxton - 11,268 kg |
| **Height:** | Van Hool - 3.4 metres<br>Plaxton - 3.5 metres | **Gross Weight:** | 17,000 kg |

*Van Hool interior comfortable and refined*

## COMPARISONS

| Vehicle | Unladen weight | Consumption | Coachmart issue |
|---|---|---|---|
| Scania K113/Plaxton | 11,645 kg | 9.84 mpg | May 10, 1990 |
| Javelin/Caetano-loaded | 10,716 kg | 11.2 mpg | June 7, 1990 |
| DSB Dubrava | 11,690 kg | 10 mpg | June 28, 1990 |
| Neoplan Cityliner | 14,390 kg | 10 mpg | July 5, 1990 |
| DAF MB200/Duple Laser* | 10,615 kg | 11.82 mpg | August 2, 1990 |
| DAF SB3000/Caetano | 12,420 kg | 11 mpg | August 30, 1990 |
| EOS | 12,340 kg | 10.87 mpg | September 13, 1990 |
| Royal Tiger Doyen* | 11,673 kg | 10.4 mpg | October 25, 1990 |
| Plaxton/Duple 321 | 11,820 kg | 10.57 mpg | January 10, 1991 |
| DAF MB230/Caetano | 12,840 kg | 10.12 mpg | March 7, 1991 |
| Javelin/Berkhof | 11,270 kg | 11.04 mpg | April 18, 1991 |
| Neoplan Transliner | 12,315 kg | 10.5 mpg | May 9, 1991 |
| **Scania K93 - auto** | **11,320 kg** | **11.6 mpg** | |
| **manual** | **11,268 kg** | **10.7 mpg** | |

** Secondhand vehicle*

## FUEL ECONOMY

**Automatic**

| Section | Fuel used | Distance | MPG | Av speed |
|---|---|---|---|---|
| Trunk roads | 50 litres (11 galls) | 191 km (118.7 miles) | 10.8 mpg | 39.6 mph |
| Cross-country | 36.7 litres (8.7 galls) | 185 km (114.9 miles) | 13.2 mpg | 46 mph |
| Motorway | 43.5 litres (9.6 galls) | 172 km (106.9 miles) | 11.2 mpg | 61 mph |
| **Totals** | **130.2 litres (29.3 galls)** | **548 km (340.5 miles)** | **11.6 mpg** | |

**ROUTE:** Coachmart's northern test circuit starting from and returning to Stuart Johnson at Claylands Avenue, Worksop, Notts S81 7DJ.

**Manual**

| Section | Fuel used | Distance | MPG | Av speed |
|---|---|---|---|---|
| Trunk route | 23.9 litres (5.3 galls) | 90 km (56 miles) | 10.6 mpg | 42 mph |
| Cross-Country | 21.8 litres (4.8 galls) | 89 km (55.3 miles) | 11.6 mpg | 44.2 mph |
| Motorway | 26.1 litres (5.7 galls) | 92 km (57.2 miles) | 9.9 mpg | 57.2 mph |
| **Totals** | **71.8 litres (15.8 gallons)** | **271 km (168.5 miles)** | **10.7 mpg** | |

**ROUTE;** Short version of test circuit using similar roads.

**Fuel tank capacity:** 70 gallons
**Maximum range:** Automatic - 812 miles, manual - 749 miles

◀ Blaupunkt stereo radio/cassette/PA, playing through six pairs of speakers down each side of the coach. Sound quality was up to usual Blaupunkt standards, though radio reception struggled in poor areas.

Thoughtful and practical features included wiring for video, a flexible map light for co-driver, locker alongside the courier seat and a very sensible storage unit for such things as driver's worksheets and tacho discs.

## Driving Impressions

Sliding into the Isringhausen suspension seat was simplicity itself. There was no gear lever to get in the way and with neat, well laid-out dash, the prospect of driving the K93 was very inviting.

After adjusting the seat (really easy with the single four-way knob) and checking the heated mirrors' excellent positioning it was time to fire the engine.

The push button gear control was over on the right within easy reach. Press N for neutral, switch on the adjacent master switch and turn the ignition key on the steering column. Then check the rev counter to be reassured that the engine was running - it was that quiet.

Engage D for drive (gears two and three can be held if required), release the handbrake on the right of the dash and prepare for take-off.

There was nothing dramatic from now on. No histrionics - just very smooth perfectly controlled progress. The transmission didn't lurch forward, snatch or make any sort of fuss - it was beautiful.

The torque converter ensured engine revs were kept within the optimum green band so that in first gear the 8.5 litre turbo-powered Scania took on the characteristics of a British Rail Sprinter train.

Initial progress was deceptive. It felt slow, but when tested against the stopwatch, the standing start figures were exceptional. This may be a small engine but it pushed the big coach up to 30 mph in only eight seconds, and 60 mph was clocked in under half a minute.

The gearbox was so good that when second gear was engaged on full-throttle at 25 mph it was advisable to ease-off other wise something could get in your way as you are powered up to maximum speed. It was a delight to watch the smooth progress of the tachograph needle - and smooth was the operative word.

Acceleration was good, but not so exhilarating that passengers would be alarmed. The gearbox microprocessor control changed gear according to engine load and engine speed. Consequently normal progress could be maintained in a delightful manner.

Garrowby Hill's one-in-six ascent took us down to 22 mph briefly in first gear, and the steep climb between junctions 21 and 22 on the M62 only took the K93 down to 60 mph. All other climbs were taken in its stride.

Up hill or down dale the K93 automatic was on top of the job. An integral hydraulic retarder linked through the brake pedal along with the exhaust brake was powerful and reassuring.

The retarder held a set speed until cancelled by the throttle pedal. This ▶

◀ very useful safety asset on a long descent made sure that this automatic will not run away with you.

Thanks to Scania's very good steering lock, we negotiated the twist and turns of the Malton 'bingo run' with no problem. It was easy to get out of tight corners.

## Economy

If performance was good news, then fuel consumption was even better.

On the down-side it must be remembered that the coach was unladen. However it was a new vehicle with only 1,063 km on the clock. Therefore 13 mpg on the cross-country trial (including Garrowby and Coachmart's acceleration tests) and 11.6 mph overall was an excellent result.

## Manual comparison

Now that the automatic had set the pace, it was time to see how the manual measured up over a similar test circuit.

In short, the result was an emphatic victory for the lazy-man's gear change.

Acceleration was so much slower that the manual was left behind at 50 mph while the auto coach was doing 60 mph. Standing starts with the manual change were four seconds slower up to 30 mph and a full 12 seconds behind on the 0-60 mph dash.

The same contrast emerged when mpg was checked. Overall consumption was almost eight percent down, offering significant operational savings for the coach operator.

The reasons can be quickly identified.

- Gear ratios on the automatic favour economy. At cruising speeds the engine is running 200 rpm slower and comfortably within the 1,300 to 1,800 green band up to 65 mph.
- The automatic gearchange is more efficient than even the most experienced driver. Scania's five speed splitter is good once the driver has become accustomed to the narrow gate and lack of strong centring action, but it will not be rushed.

## Verdict

As Tony Clayton said: 'The K93 automatic is an exceptionally nice piece of kit.' The myth about automatics being uneconomical had been blown.

This test coach offers economy and performance that will satisfy the needs of must UK operators. The engine may be small in cubic capacity, but it is big on torque and commendably flexible.

Driver satisfaction is considerable. Add passenger comfort as a fourth dimension and you have a coach with considerable appeal. Smooth gear changes and reduced mechanical noise not only mask driver deficiencies, but also provide a more relaxing ride.

For those who doubt the wisdom of paying the £7,000 premium for the superiority of Scania's four-speed automatic there is consolation in selecting the manual option.

Although beaten by its smooth performing cousin, the manual is no mean performer itself. It is good enough to make those who doubt the ability of an 8.5 litre engined chassis to carry high-floor bodywork sit up and take notice.

- Look out for Coachmart's in-service test on a Plaxton bodied manual K93 later this year.

## AT A GLANCE

**Ride quality:** Firm when unladen on poor roads - should be much better when loaded.

**Steering:** Ideal weighting together with useful height and rake adjustment makes the Scania controllable and comfortable to drive. Very good lock.
**Plaxton** – built coach was less steady in straight-ahead driving with the front-end appearing to 'float' slightly from side-to-side.

**Braking:** **Automatic:** Suberb combination of gearbox integral hydraulic retarder and exhaust brake both operating through footbrake. Retarder holds a set road speed until cancelled by use of the accelerator - excellent for downhill control.
Both vehicles shared Scania's small foot pedal which is more appropriate for a small car than a 12 metre coach.

**Manual:** Exhaust brake was effective and fairly quiet - adding only one db (A) at 70 mph.

**Noise:** Subjectively the automatic was quieter, yet meter readings show the two vehicles to be almost identical.
Lower wind noise on the Plaxton was countered by increased road noise. Rear seat passengers on the coach with manual transmission are more aware of mechanical noise.

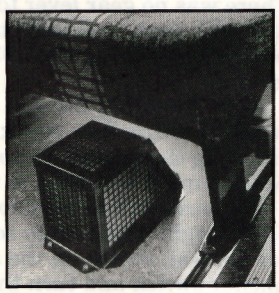
**Meter readings (at 70mph):**

| | Automatic | Manual |
|---|---|---|
| Front: | 74 db(A) | 74 db(A) |
| Centre: | 69db(A) | 68 db(A) |
| Rear: | 71db(A) | 72 db(A) |

**Luggage accomodation:** Separating the front and rear chassis modules allows generous underfloor luggage space on both vehicles. **Van Hool** provides three flaps on each side for very easy access- **Plaxton** fits two on the nearside and one next to the continental doorway.
The offside stairwell on the **Plaxton** gives minimal intrusion.
Good, uncluttered parcel racks on the **Van Hool** just took the Coachmart executive briefcase, whereas the **Plaxton** design with high lip was less accommodating.

**Security:** Combined ignition/steering lock and usual key locks on both coaches.

**Heating:** **Van Hool**- thermostat contolled system distributes heat through ducts on both sides of the coach with recirculatory facility through underseat filters.
Separate Sonna Sirocco cab system.
**Plaxton**- Simple, easily understood thermostat control for cab and saloon, also ducted down both sides.



**Ventilation:** Both vehicles- individual forced air ventillation system supplemented by three lift-up skylights. Drivers have variable speed fan and signalling windows. Only the **Van Hool** has Peage window to give much needed ventillation for the co-driver.

**Handrails and guards:** **Plaxton's** more successful in-swing door entrance arrangement has good screen-side handrail. There is similar provision for the continental entrance.

# Plastic could prove to be a proper substitute for agents

FOLLOWERS of the fortunes, and misfortunes, of Marksman Coaches may think that I quite like studying figures. Whilst contemplation of the female form can hold my attention for some time, my interest in sheets of statistics can readily be diverted!

I am attempting to come to some decision on excursion and tour marketing strategy - and in particular whether agents are really worthwhile. But the thought train leapt from agents to ABTA and, by inference, to bonding and the EC directive. There is not doubt at all that almost all commercial operation of a mixed coach and accommodation package will require bonding by 1993 - even for the smallest operators doing the odd private hire holiday.

In my reverie I found myself questioning whether any holiday bonding is really necessary. In today's world people can lose the substantial savings of a lifetime with Barlow Close type speculators; can be put out of work, without compensation, if their employer 'goes under' (or with token redundancy payments where employers are taken over); any one in business who extends credit to others risks a pay-out of pennies in the pound should his customer become bankrupt. All this, and more, is the everyday risk to which, in one way or another, most of the population are innocently exposed in the cause of keeping commerce active - with precious little shield of compensation although they risk losses valued in multi-thousands.

Those sort of eventualities result in homes being repossessed, unexpected and unwarranted changes in long term life-style expectations, severe depression, matrimonial break-ups, child neglect, a turn to crime, and even suicide. Yet they are everyday risks of life regarding which no one has seen fit to remove by protective legislation.

But should a tour company fold and the client loses the relative trivia of a holiday (a mere moment as part of a lifetime, an insignificant financial speck measured against other potential losses), media hell breaks lose! Bonding is seen as vital to not only protect the passengers against failure of, but even disappointment in, his holiday! Funny world, isn't it, when the priorities are so reversed?

Away with the day-dreaming! Back to the issue: For years agents accounted for half of Marksman Coaches E & T sales. In order to pay them 10 percent commission I had to put five percent on prices overall. Things have, however, changed since my intensification of direct sell telephone bookings with payment by credit cards. Agents sales are now less than 25 percent of total revenue.

By the time I have given them 10 percent, and lost the value of the cash whilst waiting for them to settle monthly accounts, each £1,000 worth of agents' sales shrinks to an effective £888. With the technology of swipe machines, plastic card sales are credited to my bank account within days of the transaction and cost just under two percent. One thousand pounds worth of credit card sales only shrinks to about £980 - a round £100 better than using agents.

Furthermore, if I cut out agents entirely I would not need to put so much on overall prices in order to fund their commission. The big question is whether the price reductions made possible by this drastic action would give a compensatory increase in the number of direct bookings. I find all my computed, and doodled, figures of little use to me in making this decision. It seems to be one requiring a gut reaction and that is where my mind gets diverted onto other topics...

Before I drift away again, the most constructive thing I can think of is to appeal for any operator who has ventured along this particular path to tell us what the consequences were. Is 'the plastic' a realistic substitute for agents?

# Beating the 'black economy'

MAJOR General John Carpenter, who retired recently as Western Area traffic commissioner, was a good, steady, reliable sort of chap. His decisions were fair, not often challenged on appeal, and quite predictable. He did not exhibit the sort of individualistic approach that some of his fellow commissioners seem to regard as their birthright. I am a little wary of this excess of individualism generally, but there is one area where I welcome it: the interest being shown by some commissioners into the 'black economy' and, when practiced, its effect on the repute of an operator.

The 'back pocket' is not some sort of counterfeit printing press - it has to be stocked up from time to time. So illicit wage payments also mean illicit, cash, income. Not very easy to cover up on local bus services with ticket machines and waybills to contend with. Now, as ever, it is unrecorded private hire which replenishes back pockets. Commissioners I have spoken with regarding this debilitating practice of the fringes of our industry seem unaware of the scale of the problem. It would not surprise me if, either on a payment, or concealment, basis, as many as a quarter of all private hire operations had a black economy aspect to them.

Without going into detailed calculations, the actual cost of legitimately employing a driver, paid £3.50 an hour for a 12 hour hire will be about £50 - of which he will get £42 gross but perhaps only £32.00 net. A 'black economy' employer can pay as little as £2.91 an hour to give the driver £35.00 - more than his law abiding counterpart on this typical length of day trip earns - and charge £15.00 less for the 12 hour hire of a coach than the legitimate operator.

I do not care who it is that matches tachograph discs to the wages books and the records of cash receipts. It can be the Inland Revenue, the DSS, or the Vehicle Inspectorate - as long as someone does so and then does something about it. The black economy is booming. In the interest of fair, proper, and safe competition, I, and many, many, legitimate operators want it checked. Traffic commissioners may care to ponder whether, as well as potentially lacking good repute, those who disregard their duties as employers are likely to also have a casual attitude to their maintenance responsibilities.

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Weekly report on law and the coach operator By Michael Jewell

# Allenways fined after driver falls asleep while at wheel

BIRMINGHAM City Magistrates have been told that passengers on an Allenways Coaches vehicle had to be physically woken up after he had fallen asleep at the wheel.

They also heard that travellers had to take it in turns to sit by the driver and talk to him in a bid to keep him awake on a journey from Portsmouth to Ayr. The magistrates fined the company £3,900, and ordered it to pay £200 prosecution costs, after it pleaded guilty to a series of drivers hours and tachograph offences. Two of the company's drivers, and its traffic manager, Ronald Freeman, were fined a total £1,170.

Driver, Alan Crow, pleaded guilty to one offence of failing to take sufficient daily rest, one offence of failing to use a tachograph chart, and one of failing to return tachograph charts to his employer. He was fined a total of £360.

Driver, Paul Holton, pleaded guilty to one of making a false entry on a tachograph chart, two offences of taking insufficient daily rest, and one offence of failing to use a tachograph chart. He was fined a total of £560.

Mr Freeman was fined £250 after pleading guilty to permitting Mr Holton to take insufficient daily rest.

The company, of Tile Cross, pleaded guilty to three offences of permitting drivers to take insufficient daily rest, two offences of failing to cause a driver to hand in tachograph charts, two offences of failing to keep tachograph records for a period of 12 months and two offences of failing to produce tachograph charts when requested to do so.

Nicholas Roy, prosecuting for the West Midland Traffic Area, said the tachograph regulations were designed to overcome the problem caused by driver fatigue and the dangers that flowed from such fatigue.

Allenways had been hired to take two separate groups of holidaymakers to Ayr from Portsmouth and Llanelli.

Mr Holton had been the driver assigned to the Portsmouth journey. He left Birmingham at 1700 hours on August 31, arriving at

**A driver kept nodding off and passengers took it in turns to keep him awake.**

Portsmouth at about 2100 hours. He rested until 0230 hours, a period of five-and-a-half hours, before starting the run to Ayr. He picked up passengers at 11 different points and at Nuneaton he inserted a chart in his tachograph, showing that he had started at Birmingham at 1140 hours on August 31, instead of Nuneaton on September 1.

Both the starting place and the date were false. By that time, Mr Holton had been on duty for 18 hours with only five-and-a-half hours continuous rest. He continued the journey to Ayr, eventually arriving about 2115 hours, (a total time of 28 hours). Between Nuneaton and Ayr he had had three breaks of 39, 32 and 20 minutes.

Mr Crow, who undertook the Llanelli run, left Birmingham at 1300 hours on August 31, arriving near Swansea about 1800 hours. He rested to 0345 hours, some nine-and-three-quarter hours. He started picking up passengers at Llanelli at 0345 hours on September 1, picking up at 13 points - the last being Barrow in Furness.

Mr Crow had said that he had arrived in Ayr at about 2100 hours – giving a total of 17 hours on duty. However, one passenger had said that they had not arrived until 2225 hours and another 2245 hours.

Complaints from passengers brought the matters to the attention of traffic examiners, said Mr Roy. Passengers had complained that Mr Holton had to be physically woken as he was so tired whilst driving. He kept nodding off and they had to take turns sitting by him, talking to him to keep him awake. He continued the journey despite the fact that he was having the greatest difficulty in keeping awake.

When the examiners requested the production of drivers' records, there was no record for Mr Holton's journeys between Birmingham and Portsmouth, and Portsmouth and Nuneaton. When interviewed, Mr Holton had said that he had handed records in and had 'put them on the peg'. He offered no explanation for making a false record. Mr Holton said that he had complained bitterly to Mr Freeman that the journey was too long, but was told that if he did not want the trip someone else would be found to do it.

No records were produced in regard to Mr Crow's journeys. When interviewed, Mr Crow was not particularly helpful or co-operative. He stated he had kept records of the journeys and had left them in his original vehicle when he changed coaches. He never saw the sheets again.

When Mr Freeman was interviewed, he said that he had asked for the record sheets but had not had them. He agreed that he had not considered the drivers' hours limits, saying that he had handed the itineraries for the journeys to the drivers and left it to them. He agreed he had made no arrangements for daily rest periods to be taken and he conceded that when Mr Holton complained he told him he would get another driver to replace him.

Mr Roy said: 'The journeys by both drivers were in complete contravention of the European Community rules. It is obvious serious consequences may well have resulted, particularly in view of the state of Mr Holton.'

David Watkiss, a director of Allenways, said the hire had caused the company problems. He had taken it the previous Tuesday, when he was asked if Allenways could provide two coaches on the Saturday for a week in Ayr. He agreed a price and then asked for the itinerary. He was told that the itinerary

**'The journeys were in complete contravention of European Community rules'.**

would be faxed, but he did not receive the fax until 1700 hours on the Thursday evening. The hire was from Cheltenham and he had expected that the whole hire would start from that area.

He had reserved two coaches and two drivers to do the job. When he got the itineraries, he did not have any extra drivers available. He realised now that he should not have done the job, but he had not wanted to let the passengers down. The drivers were asked to go down the day before in plenty of time and to try and do the job within the hours limits.

Asked by the magistrates whether he had contacted the tour operator and protested after receiving the fax, Mr Watkiss said he had telephoned them and he was told that that was the itinerary.

Mr Crow said that it had ▶

**Weekly report on law and the coach operator By Michael Jewell**

been the first day of his employment with Allenways. The itinerary looked fairly feasible within the hours limits but unfortunately a passenger on the coach was taking tablets and needed a lot of toilet stops. He did what he thought was best for the passengers in the circumstances and continued to the camp at Ayr.

Neither Mr Holton nor Mr Freeman had anything to say.

The chairman of the magistrates said they felt the blame rested very largely on Allenways. The business should not have been taken in the circumstances and great danger had been caused to the passengers.

The magistrates refused a request from the company to pay off its fines at the rate of £500 a month, directing that the whole amount be paid within 90 days.

# Scottish Citylink wins unfair dismissal claim

A CLAIM for unfair dismissal, brought against Scottish Citylink Coaches by its former express officer, was rejected by a Glasgow industrial tribunal. It concluded that he had resigned.

Patrick McCormack told the tribunal that he had been employed on a salary of £15,000 a year, and taking account of his service with the company's predecessor, he had been employed from May 1960 until September 14th 1990.

On August 9th, just before Citylink was sold by the Scottish Transport Group on the instructions of the Secretary of State, under a management/employees buy-out scheme, he was informed by managing director, Alan Howes, that a job would be available to him on completion of the buy-out arrangement.

**Worker informed that a job would be available to him on completion of the MEBO.**

At that time he was given no details of the nature of the job but he indicated that he was interested. He later asked Mr Howes various questions about the job. Mr Howes said that he was unable to give him any details, but he would discuss it with the financial director and advise him.

He was told he would be required to spend more time in the control office and he was later told that there would be no increase in salary but there would be a bonus system dependent upon the performance of the company's services. He again asked for the terms of the proposed contract of employment, how the bonus system would operate, and he was told that those matters would be discussed with the financial director. He was off sick from August 20th to August 30th. On September 5th he was told by Mr Howes that he was dismissed and that the company were employing a new operations manager from September 17th.

When he inquired why he was being replaced after it had been said there was a job open to him, he was told that the company had formed the impression that he was not interested in the new job as he had been asking too many questions. He was also told that they did not think that he was physically fit to take it on. There was no reply to an enquiry whether he was to be made redundant. Eventually the finance director, Guido Crolla, told him that he was being made redundant from September 14th.

*Scottish Citylink: No question of redundancy or unfair dismissal.*

Mr Crolla said that Citylink had decided to rationalise the commercial operations department. The intention was to retain Mr McCormack in the role of express officer. The company required someone else with a greater degree of numeracy and the ability to interface with outside organisations. It was made clear that Citylink were not employing a new operations manager, as that job had not existed previously. It indicated that it had decided to appoint someone who had worked with Mr McCormack at Scottish Citylink some years before and Mr McCormack found that unacceptable as he would not be able to work under someone who had previously been a subordinate.

Mr McCormack then asked to discuss terms for terminating his employment. It was made quite clear that the company had absolutely no intention of getting rid of Mr McCormack and that it would have been very happy to keep him on. The payment agreed was an ex gratia payment for a mutual parting. He had only agreed to put the words 'declared redundant' in Mr McCormack's character reference as Mr McCormack had been concerned about social security payments. There was no question of redundancy or of Mr McCormack having been dismissed.

**The tribunal had no hesitation in accepting the company's version of events.**

The tribunal said it had no hesitation in accepting the company's version of events. The final termination of employment had been by agreement, so there could be no question of redundancy or unfair dismissal.

Weekly report on law and the coach operator By Michael Jewell

# Auchinleck 'vendetta' claims thrown out at public inquiry

THERE was no question of DoT vehicle examiners conducting a 'vendetta' against Auchinleck based James Liddell, trading as Liddell's Coaches.

This was made plain by William Brown, the Kilmarnock district manager of the DoT's Vehicle Inspectorate, when Mr Liddell appeared before the Scottish Deputy Traffic Commissioner, Ramsay Dalgety, QC, at an Ayr public inquiry. The commissioner was considering taking disciplinary action against Mr Liddell's licence, in the light of his maintenance record, together with his application for renewal with an authorisation of 29 vehicles, an increase of nine vehicles over the current authorisation.

Evidence was given by Mr Brown about a total of 52 defects found on Mr Liddell's vehicles since 1986, including faulty brakes and an exhaust system contaminated with oil which constituted a serious fire hazard. An examination of the maintenance records showed that inspections had been carried out at irregular intervals, said Mr Brown.

Asked whether he thought Mr Liddell ought to be allowed to continue in business, Mr Brown said that he had no doubt that Mr Liddell cared about his business and he thought that he had been let down by his staff.

For Mr Liddell, it was said that situation had arisen out of a personal crisis he had faced in 1989. Throughout 1989 there had been considerable domestic difficulty between Mr Liddell and his wife. In January 1990 Mrs Liddell left the marital home suddenly, without warning. Defects in the fleet peaked during this time, the commissioner was told. It was also suggested that personality clashes between Mr Liddell and vehicle examiners had led to critical notes of comment on the prohibition notices.

Renewing the licence for two years only, and refusing to increase the authorisation, Mr Dalgety said: 'I have the strongest possible reluctance for any increase in your fleet. It is only because of the pursuasive powers of your agent that I am not reducing it.'

Mr Dalgety said he was pursuaded that steps had been taken in the right direction, and Mr Liddell was to be complimented on that. He said: 'If expectations come home to roost any reasonable application will be considered. If there are a significant number of flaws, action will be taken to reduce the number of buses at the very least.'

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We would welcome details of further definite entries for inclusion in our next advertising and mail shot campaign. Details required are chassis make and type, body make and type, year of registration, MoT expiry date and seating capacity, plus any extras or body details. Promised entry details should be with us by Saturday 6th July 1991 for inclusion in our advertising, and by 10.00am Thursday 11th July 1991 for inclusion in our mail shot.

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# GROUP TRAVEL WALES

A Wales Tourist Board publication produced in conjunction with Coachmart magazine

JULY 1991 Issue 2


## WELCOME TO GROUP TRAVEL WALES ISSUE NO 2.

This newsletter from the Wales Tourist Board is designed to keep the group market informed and up to date on travel facilities in Wales.

As somebody involved in organising group or coach tours, we hope you will find Group Travel Wales both interesting and useful. If you think there are other topics or information features that would be of value, please let us know.

To find out more about any products featured in the next few pages, either get in touch with the contact featured in any particular article, or circle the appropriate number on the Reader Enquiry form at the back of this magazine.

The Wales Tourist Board's Senior Travel Trade Officer, Pat Crimp, is available to answer any questions you may have about group travel to Wales. The number to call is 0222 499909. Pat can also supply copies of the Wales Group Travel Manual.

# GARDEN FESTIVAL WALES 1992

GARDEN FESTIVAL Wales, the National Garden Festival of 1992, will be Britain's biggest and most heavily promoted tourist attraction that year. And certainly one not to be missed on your itineraries.

Living up to the traditions set by the National Garden Festivals of Liverpool, Stoke, Glasgow and Gateshead, as well as those taking place elsewhere in Europe, the Ebbw Vale Festival will certainly be a very special event. Not least because of its unique setting in the heart of the Welsh Valleys.

Ebbw Vale is soon to become the show-piece of Wales - an area full of life, fun and excitement, all energies channelled into the preservation of our planet.

Hundreds of thousands of trees, shrubs and plants will bring the picturesque mountain setting alive for two million visitors expected in 1992.

There will be something for everyone at Garden Festival Wales from theatre, opera and pop concerts, to laser shows, from scientific demonstrations to nature parks, from history to the future. Not to mention quality shopping and restaurants galore.

For groups of 100 visitors or more, the travel trade net tickets will be £7.15 which represents a significant discount on the full adult ticket price, and reservations can be placed now with Garden Festival Wales.

For groups of 20 to 100 visitors, the travel trade net ticket will be £7.65, and for groups of 1,000 or more, the price will be negotiable.

The Festival will open on 1 May until 4 October, between 10.00 am and 8.00 pm, from May to August, and from 10.00 am to 6.00 pm during September and October.

Suggested itineraries for coach and tour operators visiting Garden Festival Wales, as well as information on accommodation packages, are now available.

**For more details Circle 1**

## CONTENTS


**Page 2** Three venues and attractions to tempt groups into Wales. A new £200million road will make Conwy virtually traffic free and make the historic town one of Wales' premier attractions by 1994. There's a new cruising restaurant in South Wales. And a new 200 acre centre opened by the Wildfowl and Wetlands Trust.

**Page 3** News from the top ten attractions of Wales. Your groups can use real money in Victorian shops and pub at Llechwedd Slate Caverns. There are new group packages available on horse-drawn boat trips on the Llangollen Canal. And the Anglesey Sea Zoo is set to grow by 20 per cent and pick up a new name: The Big Fish Forest.

**Page 4** The Rhondda Valley looks back to its coal mining heritage for a golden future - the former Lewis Merthyr Colliery is believed to be the biggest attraction to open in Britain this year. And there will be a new Heritage Park Hotel opening in August. Plus how to become a member of the Tour Operators Executive Club and news of what is still to come in Celtica 1991.

**Page 5** All the latest train news from Wales: Llanberis Railway; Talyllyn Railway and the Ffestiniogg railway has a new train. Plus how to get hold of an information manual for coach operators.

**Page 6&7** All the latest hotel news from Wales: The Aberavon Beach is getting a new all weather leisure centre; The Tre'Arddur Bay has just completed a £1million refurbishment; 40 bedroom suites at Swansea's Dolphin have been completely transformed and the Queens Moat House Group has bought two hotels in Cardiff. Plus the Cardiff International is pitching for groups; Portmeirion makes Harpers & Queen top 100 and Llangoed Hall pulls off a hat trick.

**Page 8** Award winning Inigo Jones Slateworks is offering discounts for groups and news of the spectacular Tall Ships Race at Milford Haven. Plus all the forthcoming tourist events in Wales this year.


## MAJOR EVENTS IN WALES

| | |
|---|---|
| 5-13 July | World Harp Festival, St David's Hall, Cardiff and other venues. |
| 9-14 July | Llangollen International Musical Eisteddfod, Llangollen, Clwyd. |
| 11-14 July | Tall Ships Race, Milford Haven, Dyfed. |
| 22-25 July | Royal Welsh Show, Builth Wells, Powys. |
| 27 July - 10 Aug | Menai Straits Regatta, Menai Straits, Anglesey. |
| 3 Aug | Cardiff Lord Mayor's Parade, Cardiff City Centre. |
| 3-11 Aug | Royal National Eisteddfod of Wales, Mold, Clwyd. |
| 16-18 Aug | Brecon Jazz Festival, various venues in Brecon and Powys. |
| 17-23 Aug | Llandrindod Wells Victorian Festival, Llandrindod Wells, Powys. |

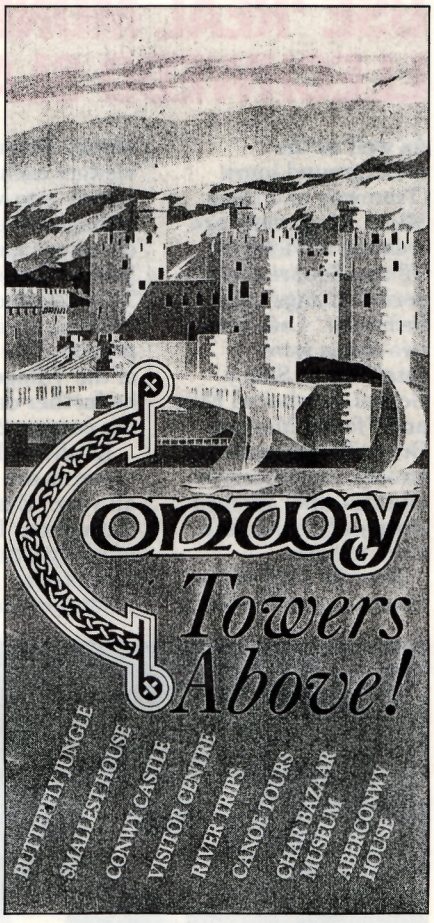
# Conway – Towers above

All visitors to North Wales will know that the town of Conwy has had a difficult time in recent years being a traffic bottleneck on the ever-improving A55 expressway on the North Wales coast. In October this year, however, a new £200 million tunnel crossing will be opened and Conwy will become virtually traffic free.

In order to take advantage of this new attraction, a team has been established to look at ways of encouraging the environmental improvement, conservation and tourism marketing of Conwy. The team, Project Conwy, is backed by an influential group of sponsors and will be overseeing the spending of some £30 million in private and public sector investment over the next four years.

Developments range from town centre environmental improvements, together with new signposting, information boards and interpretive plaques on the town's historic buildings to improved new Marina, 100 bed youth hostel, re-development of the quay, a new gallery for the Royal Cambrian Academy of Art, which will release the impressive Elizabethan House of Plas Mawr to be taken over by CADW, Welsh Historical Monuments, and re-opened to the public, and the opening of a complete wall walk around the town.

Work has already begun on many of the projects and it is predicted that Conwy will become one of Wales' premier attractions by 1994. Project Conwy can advise you on the group rates for both hotels and attractions in addition to the latest developments in the town. *Contact: Project Conwy, Tel: 0492 584146.*




**For more details Circle 2**

# NEW CRUISING RESTAURANT BOAT

**To enjoy some of the most imaginative food in South Wales, based on fresh local ingredients, will be one reason for dining at "The William de Braose". The other will be the panoramic and changing views of the Black Mountains as this new restaurant is on a cruising canal boat on the beautiful Monmouthshire and Brecon Canal in the Brecon Beacons National Park.**

**British Waterways, in an unusual joint venture, have teamed up with local restaurant managers, brothers Andrew and David Williams, and local businessmen, Julian Evans and David Richards, to run the restaurant on a new purpose-built luxury canal boat. Chef, Andrew Williams, worked at the famous Walnut Tree, and was trained in nouvelle cuisine at Studley Priory, near Oxford. He has since developed his own rustic style of cooking, based on fresh local ingredients and for three years has run the popular Fat Abbot restaurant in Abergavenny.**

**The William de Braose seats 39 diners in a comfortable saloon with all-round windows, and can cater for buffets or parties for up to 50 people. In summer the front can be opened providing an outdoor dining area.**

**The restaurant will not only serve lunches and dinners, it will begin cruising in the morning, serving hearty breakfasts and coffee.**

**The William de Braose opened in May and cruises from Govilon, near Abergavenny in Gwent, where there is ample parking. Bookings can be made on 0831 611373.**

**For more details Circle 3**

# PENCLACWYDD - WILDFOWL AND WETLAND TRUST CENTRE

## The Hill of the Gander

The Burry Inlet, as the most important area for birds, which lies completely within Wales, is an internationally important feeding and roosting area for waders and wildfowl. It is here, to the east of Llanelli, off the A484 in Llwynhendy, that the Wildfowl and Wetlands Trust has established its Welsh Centre (opened April 1991). A 200 acre reserve on salt marsh and water meadows, with a 40 acre visitors area on the site of a farm known as Penclacwydd - "The Hill of the Gander".

On the saltmarsh and estuary there is a wealth of birds. Large flocks of Curlew, Oystercatcher and Redshank are supplemented by wintering wildfowl, notably Pintail and Wigeon. Eiders, Brent Geese and Short-eared Owls are often seen, and the birdwatching reputation of the Centre is high.

### Living In

As well as the wild birds, a resident population of wildfowl has been established, consisting of hundreds of birds from all over the world. These include the endangered White-winged Wood Duck, whose rain forest habitat is under threat, and a flock of captive-reared Caribbean Flamingos.

The main grounds are made up of a series of landscaped pools and banks, and include a magnificent four-acre lake for resident and wild birds alike. Five hides and an observatory allow the birds to be seen at close quarters. The main visitor building is situated on top of a small hill and offers magnificent views of the estuary and the Gower Peninsula, as well as many of the wildfowl ponds. It contains a well stocked gift shop and coffee shop, as well as exhibition, display and viewing areas.

Coaches are welcome, but must pre-book: The Wildfowl and Wetlands Trust Centre - Tel: 0554 741087.

The Borough of Llanelli also has responsibility for the Welsh Motor Sports Centre at Pembrey which is the premier venue for Motor Sports in Wales; the Pembrey County Park which includes Wales' only Blue Flag Beach, Cefn Sidan, a visitor centre, a miniature railway, a narrow gauge railway and much more. Plus the new Carmarthen Bay Wind Energy Demonstration Centre.

**For more details Circle 4**

# NEWS FROM TEN TOP ATTRACTIONS OF NORTH WALES

## USE 'REAL MONEY' AGAIN AT LLECHWEDD SLATE CAVERNS

As well as the underground tours (Tramway and Deep Mine), Llechwedd are creating a 'Victorian' Village Square using period fittings and furniture. Last year, two shops were established; Siop y Gornel, Angharad Ellis and Ffestin Morgan. One sells old fashioned sweets and preserves and the other themed stationery, cards and loose tobacco.

New for 1991 is the Greenway and Greaves Money House where visitors exchange their money into Victorian coinage to be spent in the shops and the Miners Arms Pub. This, together with a working smithy, provides the beginnings of the Village which will be further developed in the coming 2-3 years.

Llechwedd Slate Caverns are now open all year. Every weekend throughout December, plus Christmas Eve, the 'Christmas Underground Tours' will be available with 10% reduction on the price for all pre-booked parties of 10 or more.

For additional information on the Consortia's other attractions - Portmeirion, Erddig Hall, Penmachno Woollen Mill, Ffestiniog Railway, Welsh Mountain Zoo, Caernarfon Airworld, Bodelwyddan Cast and Bodnant Gardens.

**For more details Circle 5**

## The Big Fish forest

Anglesey Sea Zoo of Brynsiencyn, already the largest in Wales, announce an expansion programme which will add more than 20 per cent to the exhibition area.

Provisionally called 'The Big Fish Forest', the tank will contain more than 225 tonnes of sea water and will show a large number of rays and other big fish cruising through a forest of kelp, a seaweed which can grow to many metres in length. It is also hoped to display sharks.

Uniquely, the fish will be viewed through a curved acrylic window, imported from the USA, and is believed to be the largest unsupported panel in Europe.

The tank will be lit mostly by natural daylight to encourage the growth of the kelp and will continue the theme of natural sea-scapes found throughout the Zoo.

The project will also enable more Touch Tanks (already very popular with visitors) to be built, and Phase 2 will include a small audio-visual theatre for educational and general use.

The new 'Big Fish Forest' is expected to be complete by early Summer 1991.

Since Easter, there has been the introduction of a Season Ticket valid until the end of 1991 which will pay for itself in only 3 visits. "Many of our local visitors who have several groups of friends staying with them during the summer, have requested this and, of course, they can use the ticket as often as they wish for the rest of the year", said Partner David Lea-Wilson, who also pointed out the new features of the Sea Zoo including air-propelled model boats (the first in North Wales), improved information graphics and a toddlers' play area.

**For more details Circle 6**

## New group packages on Llangollen canal

The calm relaxation of a horse-drawn boat trip at Llangollen has not changed since the first pleasure boats set off from the Wharf in 1884.

But today's passengers are offered so much more at what is arguably one of Wales's oldest tourist attractions.

The Wharf itself now provides a Canal Museum, as well as new Tea Rooms and a well stocked gift shop.

A combined ticket is now available, enabling passengers to experience both the serenity of the boat trip and the nostalgia of a ride in a steam train through the beautiful Vale of Llangollen. Round trips take approximately two hours, with the opportunity of visiting the famous Horseshoe Falls at the change-over point.

Also gaining in popularity is a package entitled STEP BACK IN TIME, which incorporates an entertaining Blacksmith demonstration, lunch at a canal-side inn and a trip on the horse-drawn boats. At £7.00 per head, this package makes an excellent day excursion, as many coach operators have already discovered.

*For group bookings and enquiries, ring Peter Jones on 0691 75322.*

**For more details Circle 7**

# Train News

## "GREAT LITTLE TRAINS OF WALES"

The Narrow Gauge Railways of Wales Joint Marketing Panel is an organisation which represents the Bala Lake, Brecon Mountain, Ffestiniog, Llanberis Lake, Talyllyn, Vale of Rheidol, Welsh Highland and Welshpool and Welshpool & Llanfair railways for marketing matters on a national basis. Publications available include a joint timetable, a general information folder and an information manual for coach operators and the travel trade.

*Please contact "GLTW", c/o Wharf Station, Tywyn, Gwynedd LL36 9EY. Tel: 0654 710472. Fax: 0654 711755.*

## New comforts on Ffestiniog railway

**A new train has been introduced by the Ffestiniog Railway. Built at their Boston Lodge Works, it sets new standards of comfort for passengers. Known as a 'push-pull' train, because the loco can be made to push the train from a rear compartment control, the train is now in service in its smart green and cream livery. The train is the first on the Ffestiniog Railway to have central heating - a real benefit for the winter and cooler months. It is hoped that the new train will enable the railway to extend operations this year.**

**For more details Circle 12**

## Llanberis Lake railway

Set within the Padarn Country Park at Llanberis, Gwynedd, on the A4086 Capel Curig to Caernarfon Road, Llanberis Lake Railway offers a relaxing and scenic ride along the shores of Padarn Lake that appeals to groups of all ages.

The 40-minute run behind one of the quaint narrow gauge steam engines, amidst the glorious scenery of Snowdonia, is already popular with many coach operators who are working to tight schedules. There is a large, free coach park, cafeteria, souvenir shops and toilets with disabled access.

*For special group rates telephone 0286 870549.*

**For more details Circle 13**

## Talyllyn railway

The Talyllyn Railway is an historic narrow gauge steam operated railway running from Tywyn on the Mid Wales Coast for over 7 miles into the Snowdonia National Park. Train services operate daily from Easter until the end of October, and also during the Christmas Holidays. Attractions include a ravine and waterfalls at Dolgoch and extensive forest walks at Nant Gwernol. Shop and refreshments are available together with an interesting Narrow Gauge Railway Museum.

Groups of all kinds are welcome; either for a one way journey or a full round trip with reduced rates and reserved accomodation.

Recent innovations include an extension of refreshment facilities to cater for groups and new passenger toilets at Abergynolwyn. A new vehicle to cater for wheelchair bound passengers will enter service in 1991.

*Full information from Talyllyn Railway, Wharf Station, Tywyn, Gwynedd LL36 9EY. Tel: 0654 710472. Fax: 0654 711755.*

# A GOLDEN FUTURE FOR RHONDDA

THE Rhondda Valley and coal mining were once synonymous - coal was the catalyst which created the close knit communities of the Rhondda and once again coal is set to play a major role in the Valley's life.

Although no longer mined in the Valley, the story of this valuable mineral, the story of black gold, is destined to create an exciting future for the South Wales Valleys.

An ambitious, high quality, new multi-million pound tourist development - believed to be the largest attraction to open in Britain this year - is pulling the crowds since it opened in May at the former Lewis Merthyr Colliery, now known as the Rhondda Heritage Park at Trehafod, just outside Pontypridd.

The old colliery, which closed as a working mine in 1983, has undergone a transformation and the facelift has restored the massive complex with its impressive stone pithead buildings to its former glory.

Visitors are able to take a nostalgic step back in time, breath in the atmosphere of the past, walk along a lane lit by gas lamps - a path which once resounded to the ring of miners' boots trudging to and from shifts.

Black Gold is set in 1950 - the date when the Colliery changed over from the traditional hand-cutting method of extracting coal, to mechanisation. The intention is to recreate a moment in time in the middle of an ordinary working day, in the middle of a shift.

Black Gold follows three generations of the Rees family of Trehafod, and their true story is told through the form of a drama documentary - beginning with George who began working in the mine as a twelve year old, and followed through to his great grandson, Bryn Rees, who worked there in 1950.

The emphasis is on the human story associated with the extraction of coal and it promises to be quite an exciting, theatrical experience.

Audio visual presentations will be projected on vast screens while reconstructions will show such scenes as the Marquis of Bute and Burgess of Castell Coch, Cardiff docks where coal was sent around the world, and A J Cook, who worked at Trehafod, and was the miners' leader during the general strike.

The Rhondda Heritage Park is a massive ongoing project - the site covers one and a half miles of Valley floor and each year new elements will be added to the list of attractions.

The Heritage Park is already established as a superb venue for events, and this year, the regional final of the National Brass Band competition will be held there in June, while July sees the highly acclaimed pithead festival, and there's a fun-filled programme of events for all the family in August.

*For group rates contact Gary Townsend on 0443 682036.*

**For more details Circle 8**

## TOUR OPERATORS EXECUTIVE CLUB AT JAMES PRINGLE WEAVERS

**Register as a tour operator with James Pringle Weavers at Llanfair P G, in Anglesey, and become a member of the exclusive Tour Operators Executive Club. Membership is free of charge and offers a wide range of benefits. Deals include commission on sales, discounts, wholesale opportunities, Christmas bonus, free meals for driver and courier, newsletters and more... Any number of group visits organised to James Pringle qualifies for membership.**

**For more details Circle 9**

# New Hotel links with 'Black Gold'

Opening late August 1991, the Heritage Park Hotel will stand proud in the heart of what was the Rhondda's coal mining community.

As the name suggests, the hotel is set adjacent to the Rhondda Heritage Park, a tourist development which will interpret and present the industrial and social history of the valley and the Pontypridd area. The hotel is ideally situated for coach operators, being 20 minutes from the City of Cardiff, and yet within easy access to the beautiful Welsh Valleys and the Brecon Beacons beyond, as well as being only 25 minutes from the 1992 Garden Festival site at Ebbw Vale.

The hotel boasts 50 tastefully decorated twin and double rooms with en suite bathrooms, three spacious meeting rooms, as well as the magnificent Rhondda Suite with its vaulted ceilings and Viewing Gallery, together with easy access and parking for 140 cars in the hotel's grounds, makes it the perfect venue.

Special group rates available throughout the year - available upon request through Heritage Park Hotel's Head Office in Cardiff. Contact Simon Kluge on 0222 761458.

**For more details Circle 10**

# CELTICA 1991

**THIS year-long festival has already attracted incredible interest from both overseas and at home. There are many elements to the Festival like the 'CELTS IN WALES' exhibition at the National Museum of Wales, Cardiff, which, from the day it opened, has proved to be very popular. The exhibition, which runs from 2 May to 29 September, spotlights the treasures and monuments of Later Pre-historic and Dark Age Wales from 1500 BC to AD 1000.**

**There are also music festivals like THE WORLD HARP FESTIVAL at St David's Hall, and this takes place from 5-13 July. Or there are sites of Celtic interest, like standing stones, Iron-Age villages for the cathedrals which were ecclesiastic settlements long before Canterbury. For further information on a topic that has sparked world-wide acclaim, contact the Director, Celtica on 0222 499909.**

**For more details Circle 11**

# HOTEL NEWS

## Major Expansion for South Wales Hotel

The 4 crown, 65 bedroom Aberavon Beach Hotel, situated on the seafront at Aberavon, near Port Talbot, West Glamorgan is nearing completion of an all-weather leisure centre, featuring a 12 metre heated pool, a spa bath, sauna and poolside bar. The climate in this area will be automatically controlled with pool water at a constant 27c (81f) and air temperatures at 28c (82f).

The new building, in the form of an elegant conservatory, is the largest in the area, and adds an additional 6,000 square feet to the existing hotel.

The conservatory will also house the hotel's new dining rooms with a capacity of 150 covers, and both the poolside bar and the dining room will offer guests the most outstanding views over Swansea Bay and the Devon coastline.

A new conference room suitable for up to 230 delegates, or a function for over 200 is also being created from an area of the hotel previously under-utilised. This is intended to complement the hotel's Snowdon suite which can seat up to 500 delegates.

Christian Meaglia, Director and General Manager, comments:

"The hotel is already a popular venue for groups, particularly as a result of its excellent facilities and proximity to the beauty spots and attractions of the Swansea coast and Welsh valleys.

This project will enable us to provide the full range of hotel, conference, dining and leisure facilities that we believe are now required by the growing number of business and tourist visitors, and by the residents and businesses within the Port Talbot and surrounding areas.

Whilst having spent considerable sums of money on this project, we will continue our established policy of offering extremely attractive rates and excellent value-for-money."

*For further information contact Chris Meaglia: Tel: 0639 884949.*

**For more details Circle 14**

## £1 MILLION REFURBISHMENT PROGRAMME COMPLETED

**The Tre'Arddur Bay Hotel, one of Anglesey's leading hotels, has just completed a three-year, £1 million refurbishment programme, giving them a new total of 29 bedrooms and a delightful new sun lounge/ conservatory. The Tre'Arddur Bay Hotel is adjacent to a scenic beach and is an ideal stop-over for coach parties for morning coffee/lunch/after noon tea. Ample parking facilities are available.**

**For more details Circle 16**

## Re-birth of the Dolphin

Forty bedroom suites are now completely transformed by a refurbishment programme which includes tasteful re-decoration of all areas at Swansea's Dolphin Hotel.

Groups staying at the reborn 3 star Dolphin will appreciate the easy access to the hotel plus lifts to all floors. The superior rooms include an in house movie channel and self-dial telephones.

The new management team, under Dennis Hopper, are keen to ensure that parties have a memorable stay, offering concessions for residents at the nearby Leisure Centre. There is a wide range of outdoor activities, entertainments and attractions within the area, and the hotel is easily accessible to one of the 'Areas of Outstanding Natural Beauty', the Gower Peninsular.

*For help with all your enquiries, telephone 0792 650011 and ask for customer service.*

**For more details Circle 15**

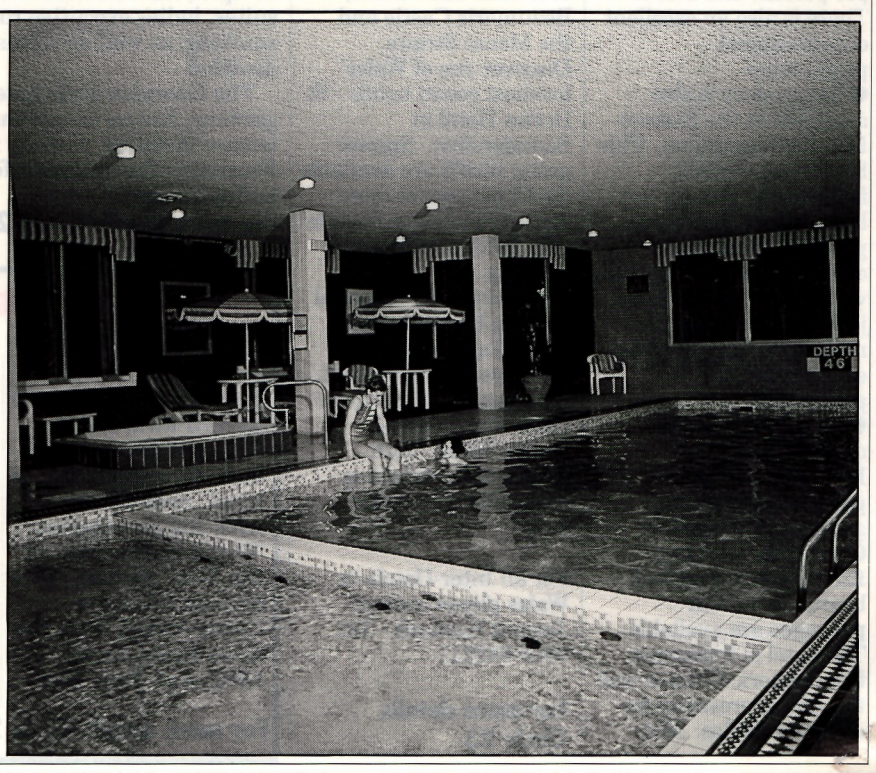
## Queens Moat Houses in Cardiff

The Queens Moat House Group has recently acquired two hotels in Cardiff. The first is:

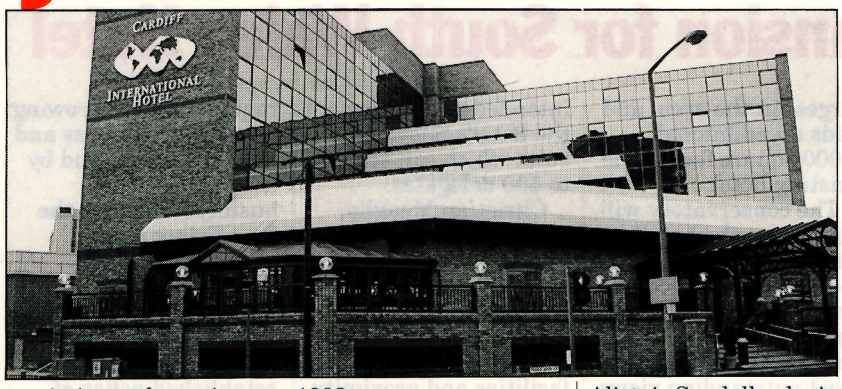
**Cardiff Moat Hotel,** previously known as the Stakis Inn on the Avenue. Conveniently situated adjacent to the M4 Motorway, and only 2 miles from the city centre, it will shortly be undergoing a major refurbishment programme to upgrade the 137 bedrooms. Leisure facilities include indoor heated swimming pool, sauna, jacuzzi and gymnasium. Ample coach parking and special weekend and mid-week rates are available.

**The Angel Hotel,** ideally situated in the city centre, overlooks Cardiff Castle and the Cardiff Arms Park. A very traditional 4 star hotel, it has 91 superbly appointed bedrooms, restaurant, bar and ballroom facilities.

**For more details Circle 17**



# Simply the Best...




Developed to meet the growing demand for quality hotel accommodation in the Welsh Capital, the Cardiff International Hotel, which opened in September 1990, has already secured a reputation for offering excellent value-for-money in the City, without sacrificing standards of service. The 143 en suite bedrooms provide every modern facility, including satellite TV and 24-hour room service.

It is, however, the hotel's delightful Victorian themed atrium and public areas generally, which catch the visitor's attention, providing a relaxing atmosphere almost belying its close proximity to the major attraction of the central area of Cardiff.

The hotel is part of the Brent Walker-owned Cardiff World Trade Centre Complex, which includes the existing Wales National Ice Rink, and the World Trade Centre, exhibition, concert and conference hall, due to open in June 1992.

In addition to its own developing sister facilities, the hotel is located a short walk from St David's Hall and Cardiff's splendid central shopping area, and is no more than 15-20 minutes drive from the majority of the city's main visitor attractions.

General Manager, Alistair Sandall, who is himself no stranger to dealing professionally with coach operators, is convinced that the expertise currently available within the complex is unequalled throughout Wales and the West of England.

**For more details Circle 18**

## Summer Sizzlers from Inter Hotels

Inter-hotels in Wales have many late group availability bargains. For example, the 4 Crown Royal Victoria Hotel, Llanberis, is situated at the foot of the spectacular Llanberis pass have some space throughout the summer at the specially reduced price of #20.00 per person, half board. There is also an excellent entertainment programme.

- Some space is also available at the Risboro Hotel in Llandudno. This hotel has excellent facilities for groups, ie a large indoor swimming pool, with slide and diving board, Health Club with sauna, steam room, jacuzzi, solarium and multi gym; plus a varied entertainment programme.
- Near Chester the delightful 5 Crown Rossett Hall Hotel particularly looks for groups at weekends. Group rates are from £25.00 per person half board. New Year packages are available. The hotel is 5 minutes from historic Chester and the A55 expressway for all North Wales. Mid Wales is also easily accessible.
- On the beautiful Isle of Anglesey at the Henllys Hall Hotel, Beaumaris, speciality Agatha Christie Murder Weekends are being held throughout 1991 & 1992. This hotel is set in 40 acres of woodland and overlooks Snowdonia, Beaumaris Castle and the Menai Straits. Discover one of Wales' loveliest resort hotels - St Brides Hotel in Saundersfoot. Special group tariffs are available for 12 persons or more. Activity Holidays include golf, fishing, riding and walking.

Close to the '92 National Garden Festival site at Ebbw Vale lies Inter's Cwmbran Centre Hotel, Cwmbran, and the Caer Baris Manor Hotel, Builth Wells. Both Hotels are still taking groups for this major event.

For all Inter-Hotels in Wales please contact: Jeanett Hancock - Tel: 0608 642211

**For more details Circle 23**

## New Hotels... New Hotels...

An August opening date is set for the £10 million **Copthorne Hotel**, set on a six acre site on the outskirts of the city at Culverhouse Cross. Facilities at the 135 bedroom hotel will include full leisure facilities and business/conference rooms. All public areas, including the a la carte and brasserie restaurants will overlook an attractive setting.

**For more details Circle 21**

**St David's Park Hotel** in Ewloe, Clwyd, opened in April, has 121 executive bedrooms, a number of suites, ladies executive rooms, family rooms, no smoking, as well as rooms designed for the disabled.

The Georgian-style hotel, set in landscaped gardens, has an ornate inner courtyard, extensive leisure facilities, parking for 200 cars and the Fountains Restaurant offering a la carte and a buffet carvery.

**For more details Circle 22**

## THIRD MAJOR AWARD FOR 'TOP' HOTEL

Llangoed Hall has pulled off a hat-trick. Taste of Wales/Blas Ar Gymru awarded Sir Bernard Ashley's historic country house hotel, near Brecon with the prestigious 'Welsh Restaurant of the Year' Award. This honour follows a Cesar Award from the Good Hotel Guide 1991, and Four Red Pavillions from Michelins, an award shared with only five other British country house hotels.

The hotel itself has been exquisitely renovated retaining original features such as the library, carved staircase, upstairs gallery, and includes Sir Bernard's personal collection of paintings.

**For more details Circle 24**

## SNIPPETS

**Ambassador Hotel, Grand Promenade, Llandudno, has vacancies for groups on 6-13 July, 10-17 and 17-24 August at a special rate of £127.00 per person (basic) and £138.00 per person (en suite). This includes dinner, bed and breakfast, VAT and a complimentary glass of wine with their first night's evening meal.**

**For more details Circle 19**

**Coach parties are welcome to break their journey at the Royal Oak Hotel in Welshpool. Morning coffee, light luncheon, afternoon tea with Welsh cakes and preserves, dinner or even special rates for half board accommodation are available.**

**For more details Circle 20**

## Portmeirion Hotel and Village in Top 100

The Hotel Portmeirion is proud to have been selected by Harpers and Queen for inclusion in their annual supplement, "The 100 Best Hotels in the World". Portmeirion was the only hotel from Wales to be chosen.

Portmeirion will again be open all winter, but with more shops open this year, added catering facilities and a free audio visual show. Admission fees to the Village are reduced from 1 November to 31 March.

**For more details Circle 25**

## Events News

**Bodelwyddan Castle, Bodelwyddan, Clwyd**

22 June - 1 Sept - Puppet Playworld
22 Sept - Historic Vehicle Rally

**Welsh Mountain Zoo, Colwyn Bay, Clwyd**

13 July - Zoo Federation Birthday Party
31 August - Teddy Bears Picnic
4-5 Sep - Craft Fair

**Museum of the North, Llanberis, Gwynedd**

6 June - 31 Dec - Charting a Course. Charts, navigational equipment, model ships - a major exhibition.
9-23 July - National Museum of Wales Art Exhibition.
4 Oct - 23 Apr '92 - Display of original old bicycles.
5 Oct - 31 Dec - Musical Instruments of our Celtic forefathers.

**National Museum of Wales, Cardiff, South Glamorgan**

1 May - 30 Sept - The Celts in Wales Exhibition.

**Welsh Folk Museum, St Fagans, Cardiff, South Glamorgan**

1 May - 29 Sept - Harp Crwths Pipes: Early Musical Instruments in Wales.
17 Aug - Celtic Fun Day.

**Rhondda Heritage Park, Trehafod, Mid Glamorgan**

11 May - 31 Dec - Black Gold Exhibition.
5 - 7 July - Rhondda Heritage Park, Pilhead Festival.

# SLATE WORKS WINS TOP AWARD

This year, Inigo Jones Tudor Slateworks in Caernarfon, North Wales, won the prestigious 1991 Wales Tourist Board Marketing Award for the private sector. John Lloyd, Managing Director, said, "Our aim is to add a valuable tourist resource to North Wales, to give visitors an opportunity to understand better the heritage of our region".

Inigo Jones was established in 1861 at Tudor Slateworks to make writing slates. Today the company prefabricates Architectural, Monumental and Slatecraft. Since 1985 the company has encouraged visitors to come and visit the Slateworks, and provides a self-guided tour which includes a video presentation, taped commentaries and a historical letter-cutting and calligraphy exhibition. There is also an opportunity for visitors to have-a-go engraving on slate to see how easy it is.

Inigo Jones also has a slatecraft showroom and cafeteria. Group visitors are encouraged and there are special discounts available for parties in excess of 10 persons.

## Cutty Sark Tall Ships Race

**THE SAFE waters of Milford Haven have provided shelter and a point of rendezvous to seafarers throughout the ages. Early Celts, Vikings, Normans, Flemings, American quaker whalers have all had significant influence on this area.**

**Described by Admiral Lord Nelson as one of the world's finest harbours, it has seen many changes over the centuries. Once a thriving trading centre, the Haven was home to one of Britain's largest fishing fleets in the 1920s. Since the demise of the fishing industry, Milford Haven has developed into one of Europe's biggest oil ports with three major companies refining their products along the banks of the Waterway.**

**What better arena than this magnificent Waterway to stage such an event as the Tall Ships Race? This spectacular occasion will take place from 11-14 July and will be an ideal event to include in your itineraries.**

**For more details Circle 26**

**For more details Circle 27**

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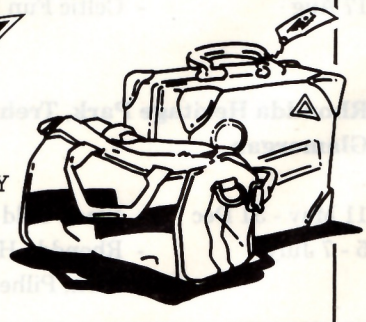

# Chatsworth House launches lunches

DERBYSHIRE stately home Chatsworth House now makes a suitable mealstop with the opening of its Carriage House restuarant.

The self-serve diner opens from 10.30 am until 5.30 pm, serving cream teas from £2.70 and dinners from £6.50. With 250 seats available, booking is not required normally, though the house's controller, Eric Oliver, says this might change with the upsurge in coach interest this year.

'I can see 17 coaches in the park at the moment,' he told *Coachmart* on a midweek day. 'That's not a patch on the old days, but is significantly better than in the last two years.'

Mr Oliver said there's free refreshments waiting for coach drivers... but a steep climb waiting for wheelchair users and the infirm: 'The restaurant is only 200 yards from the coach park but if an operator is carrying a large number of elderly or handicapped people, he need only 'phone us to get a set-down point closer to Chatsworth House.'

The Carriage House Restaurant is part of the stately home, in the stable block, and has been fully restored.

**Details of visits are from Chatsworth House, Bakewell, Derbyshire DE4 1PP, Tel: 0246 582204.**

## Exhibits for Dr Who fans

TV FANS will revel in the Museum of the Moving Image's August exhibition - it's the classic series Dr Who.

The South Bank attraction has christened its show the 'Behind the Sofa' exhibition. It features the chilling Daleks and a plethora of other monsters which had children scurrying for sanctuary, giving the history of the long-running TV production.

The events begin on July 29 with a week of schools workshop activity, during which children will be asked to make their own Dr Who-themed film. Worksheets will be provided for children throughout the exhibition.

On August 7, 21, 14, and 28, starting at 1930 hrs, two '60s Dr Who episodes will be alternated, both starring Peter Cushing. Alongside this theme will be MOMI's TELE70 programme of '70s TV series and films screened at 1930 every evening.

**Details of all events are from MOMI, South Bank, London SE1 8XT, Tel: 071 928 3535.**

***COVENTRY's Museum of British Road Transport signed up local artist Jackie Trousdale to give Monty's staff car the finishing touches.***
***The designer wasn't dabbing paint on the bodywork, but providing a huge mural as a backdrop for the old Humber - just one exhibit in the museum's Blitz experience.***
***The Blitz is replicated by taking visitors through the noise and darkness of a mock air raid shelter and through the wreckage of a bombed factory.***
***Full details of the Blitz Experience from the MBRT, St Agnes Lane, Hales Street, Coventry CV1 1PN, Tel: 0203 832425.***

## New hotels for Belgium

SEVERAL new hotel developments have opened or are about to open in Belgium.

Brussels' Sodehotel, owned by Sabena, opened on May 6. The hotel, near the airport, is four-star rated with 120 rooms, 200-seater auditorium, and six conference rooms. It has a free airport shuttle service. Another Sodehotel is due to open in Autumn 1992 opposite the central rail station in Brussels.

Also in Brussels, the Hotel Charlemagne has reopened after refurbishment. The 66-room hotel close to the European Community and International Press Centres offers TV and mini bar in every room.

Hotel chain Balladins is opening its first hotel outside of France at Charleroi. The top-class rooms have en-suite facilities, TV and 'phone. Rates per room are around BF1950 for a double room, BF1590 for a single, and BF2300 for a triple room.

Finally, the 128-room Cadett Hotel Movenpick has spared the expense of conference facilities and luxurious suites to offer more basic accomodation in well-equipped rooms. It opens in August in Brussels.

**Details are from: Sodehotel La Woluwe, Avenue Mounier, 5, 1200 Brussels, Tel: 010 32 2 775 2111; Cadett Hotel Movenpick, Rue Paul Spaak 35 - 37, 1050 Brussels, Tel: 010 32 2 537 8958 (pre-opening booking office); Hotel Charlemagne, Boulevard Charlemagne 25, 1040 Brussels, Tel: 010 32 2 230 2535, Fax: /2510; Balladins Hotel, Route de Basse Sambre, 6000 Charleroi, Tel: 010 32 71 420168, Fax: /420480, Paris booking office 010 33 149 78 2461.**

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Every Tuesday from April through to December (excluding July and August) pick any sailing between 0400 and 0815 and we will give your customer a hearty special English Breakfast. The perfect start for a day trip to Calais or even Paris as you can return on any sailing from Calais on the same day.

**FARES**
April/May, June & September ..... £9.95
October/November & December ..... £8.95

£5

**TAX FREE VOUCHER**
when you spend £25 in the Duty Free Shop on Spirits and/or Tobacco

## SPECIAL DAY BREATHER TO PARC ASTERIX

### A super Day trip to the spectacular home of Asterix the Gaul

1988 saw the 30th birthday of this incredibly popular French cartoon character - it also saw the opening of a spectacular £88m theme park situated just north of Paris. Since then over 3 million visitors have enjoyed this fantasy world dedicated to Asterix.
The attractions are numerous, ranging from Dolphinariums to Shoot the Rapids ride. For the more adventurous there is a super roller coaster type ride which turns you upside down 8 times over a lake! There are 3D cinemas, Roman Forts and a faithfully reproduced Gaullish Village with all the familiar scenes from the Asterix books. To relax in there are 34 food and drink outlets.

The Parc is situated to the north of Paris, only 2½ hours from Calais off the A1. Parking is well catered for with spaces for some 155 coaches. There are special coach drivers' rest facilities on site.

| SAILING TIMES | |
|---|---|
| Outward from Dover | Return from Calais |
| 02.30 | 20.00 |
| 04.00 | 21.30 |
| 05.30 | 23.00 |

| FARES | | | | |
|---|---|---|---|---|
| | Monday-Friday | | Saturday & Sunday | |
| | Adult | Child | Adult | Child |
| April-June | £18.50 | £14.50 | £20.50 | £16.50 |
| July-August | £20.50 | £16.50 | £22.50 | £18.50 |
| Sept-Oct | £18.50 | £14.50 | £20.50 | £16.50 |

Coach free subject to usual minimum requirements

# SPRING SPECIALS

## SOUTHAMPTON – CHERBOURG

### SPECIAL OFFER

**£25.00 per Adult**
**£12.50 per Child**

Minimum 30 Adult fares – coach and driver travel free of charge.

Offer available 13.9.91 – 31.3.92

Travel out Southampton – Cherbourg 21.00 hrs and return following day
14.00 hrs Cherbourg – Southampton.

Included in price:-

Return ferry crossing
Berth in cabin (2 or 4 berth standard)
1 Breakfast voucher
1 Dinner voucher
On-Board entertainment

## BOULOGNE MARINE LIFE SPECIAL

NAUSICAÄ
Centre National de la Mer

Opening on the 18th May is one of the largest and most important sea-life centres in the world

'Nausicaa' is situated in Boulogne-sur-Mer and takes you on a real journey to the centre of the sea. You go through underwater filled arches that give you the experience of actually being among marine life in different habitats from the shark aquarium, the world of plankton to the spectacular colourful coral reef of a tropical lagoon. There are some 1400 square metres of aquariums including a tank for observation of fish behaviour.

On the bridge of a trawler you can discover that fishing today is in fact hunting and then watch a fishing net as it unfurls around a shoal of tuna fish.

There is a cinema screen with a continuous programme of films on all the realms of the sea. There is a large reference and video library with some 300 different films.

| Outward-Folkestone | Return-Boulogne |
|---|---|
| 07.45/08.45<br>10.00/10.15 | 17.30<br>19.15/20.45 |

| Inclusive Foot Passenger Fares | | |
|---|---|---|
| | Adult | Child 4-13 |
| 16 May-30 June | £11 | £9.50 |
| July-August | £13 | £10.50 |
| Sept-December | £11 | £9.50 |
| Coach Supplement - £2.50 per person | | |

## SOUTHAMPTON-CHERBOURG INTRODUCTORY OFFER

In 1991 Sealink Stena Line are introducing a premier new route between Southampton and Cherbourg.
This is an ideal route for your private groups wishing to travel to Normandy, Brittany, Western France and further south.
The service starts on 28th June and will be operated by the Stena Normandy - which features an extensive range of cabin accommodation (all with en-suite facilities), restaurants (both a la carte and free-flow), the Terrace Bar (with disco and live entertainment), two cinemas, two children's playrooms and tax- and duty-free shops.

AND . . . between 21.10.91 & 31.03.92 we are offering an up to 60 hour excursion fare of £18 including a restchair each way on this new Sealink Stena Line route.

## SUMMERTIME CRUISE

Harwich – Hook
£18 per passenger
VALID – NOW UNTIL 30/6/91

OUT: HARWICH – HOOK DAY SAILING
IN: HOOK – HARWICH NIGHT SAILING
Travel any day (subject to availability)

Price includes berth in 4-berth cabin and full live entertainment.
Included in the offer is parking for the coach – and your driver can travel with the group free of charge.
We can provide accommodation in 2-berth cabins, at a supplement of £8 per berth.
Meal vouchers are also available (at extra cost) –
Please phone 0255 243333 for meal details.

**TO BOOK A GROUP ON A MINI-CRUISE**
**PHONE 0800 282251**

LINE 0800 282251 FAX: 0233 646024

Saturday July 27th

ASCOT
SHOWPLACE OF RACING

First Race 2.00pm

# DIAMOND DAY

## 25% Concession Price

to Groups of 12 or more people saving £42 upwards

**Diamond Day is one of the greatest racedays of the year and features The King George VI and The Queen Elizabeth Diamond Stakes — the summer middle distance championship of Europe — at world-famous Ascot Racecourse.**

We offer a 25% discount to groups of 12 or over on Grandstand and Paddock entry.

The normal admission price is £13.50 but group concession price is only £10.00 per person. Coach parking is £10.00 per vehicle.

| | Normal Price | Concession Price | Saving |
|---|---|---|---|
| Minibus for 12 . . . | £162.00 | £120.00 | **£42.00** |
| Coach for 35 . . . . | £472.50 | £350.00 | **£122.50** |
| Coach for 54 . . . . | £729.00 | £540.00 | **£189.00** |

Free Silver Ring entry to Coach Drivers on production of their P.S.V. badge.

Group rates for all meetings except Royal Meeting and Free Coach Parking at most meetings.

☆ ☆ ☆ ☆ ☆

### Attractions

- Top horses and jockeys in action
- Betting shops, tote and bookmakers
- Closed circuit TV and SIS
- Highly informative racecard and *free* Ascot pen
- Pre-bookable hot or cold 3-course lunch
- Wide choice of bars, restaurants and refreshment areas
- Music from the bandstand
- Racecourse shops
- Accompanied children under 16 Free
- Free supervised playground/playroom

*Full details from:*

**Mrs Jane Horsman, Ascot Racecourse, Ascot, Berkshire SL5 7JN**
**Telephone: 0344 22211 Fax: 0344 28299**

**WE WELCOME COACHES TO THIS SPARKLING OCCASION**

## A Great day trip for you to offer !

**ALL-IN TICKETS - £3.99**
Children £2.99; O.A.P's £2.50
with a wide range of facilities for all the family

PLUS - Our generous group discounts make this an appealing day out for you **and** your customers!

**RIDES & LIVE ENTERTAINMENTS GALORE -**
All included in the admission price !

**REFRESHMENTS - BARS - ICES - SWEETS - SOUVENIRS - SWIMWEAR SHOP - AND LOTS MORE FUN BESIDES.**

A REALLY SPECIAL DAY OUT THAT WILL SELL ITSELF !

**RHYL SUN CENTRE**

*A Tropical Paradise for all the Family*

THE PROMENADE, RHYL, CLWYD, LL18 3AQ.
Ring 0745344433 to discuss your requirements.

# Spitting Image moves into Bath

HALF the Government cabinet has descended on Bath... thanks to a new Spitting Image attraction which opened last week.

Gazza shared the back seat of Ronnie Reagan's limousine with the Queen for the launch of the town's new exhibition, attracting attention from the hordes of tourists already on the streets of the spa resort.

Taking up several shop units in The Collonade, the Spitting Image Puppet Room is an animated display of some of the best Spitting Image caricatures.

On entering the building, visitors are guided into the first room. Here, computers run a 15-minute show in which the puppets 'come to life.' The compere for this is Norman Tebbit, with the Royal Family and other favourites appearing as disembodied heads, and Cecil Parkinson popping up in a basket labelled 'female body parts.'

After this short show, visitors move to a video show, in the style of a David Attenborough documentary, which explains how the puppets are made - at a cost of £10,000 a throw. This too lasts around 15 minutes.

The third and final room houses several puppets under glass, rigged up so that you can, for instance, make Prince Charles' ears wiggle, or Mick Jagger snort Coca Cola up a straw. Merchandise is on sale here, too. Total visit time should be around 45 minutes.

The exhibition is right in the town centre, very close to the Pump Room and other popular attractions, and a short walk from a set-down area.

Tickets at £2.80 a head are discounted to £2.50 for groups. There's a 30p discount on the under 16 rate of £1.80, too.

*Coachmart* saw the exhibition on the day of opening. Manager Maggie Boswell explained that the installation of all the puppets had taken a mere three weeks, and adjustments were still being made as we toured.

There are expected to be around 5,000 visitors a week to justify the £500,000 cost of setting up. She said groups of 60 could enter at any one time, and the exhibition could handle a new group every 15 minutes. Booking is advisable.

Despite the promise of improvements and topicality as the season goes on, Coachmart felt the exhibition was rather small, and that the political jokes would be completely lost on the majority of Bath's many foreign tourists. Young domestic groups would enjoy the show.

The video documentary was shown on two moderate televisions. This area could have been better equipped although the video itself was excellent. The 'try it yourself' area was fun for five minutes or so, and showed how the puppets are made to move. The merchandise when we visited was a little limited but of good quality.

Overall, Spitting Image Puppet Rooms could easily be disappointing for clients. *Coachmart's* advice is to advise clients of its existence and explain what it offers. Leave the rest up to them.

**Spitting Image is at 1st Floor, The Colonnades Shopping Centre, Bath Street, Bath, Tel: 0225 466603.**

## Campaign gets Shepway success

SHEPWAY's tourism drive has produced a 20 percent increase in hotel bookings.

The council's three-year marketing campaign coupled with extra interest in UK holidays has led to the rise, says marketing director Stephen Norcliffe.

'We have been working hard both to improve the area's natural appeal and initiate new attractions such as the Shepway Festival, a major week-long event in September,' he said.

The council has distributed 25,000 holiday planners and has received a third more enquiries about holidaying in the Folkestone and Romney Marsh area.

**Details from Shepway District Council, The Civic Centre, Castle Hill Avenue, Folkestone CT20 2QY, Kent, Tel: 0303 850388, Fax: 0303 45978.**

# Sun soakers head for Mediterranean

THE SOAKING British summer has sent hard-bitten holidaymakers scurrying for the shelter of Southern Europe... and some coach operators are cashing in.

Eurolines reports bookings at least 10 percent up on 1990, and is extending its daily Barcelona service through September to cope with the expected demand.

'Surprisingly, sales did not drop off during the Gulf War,' said a spokesman. 'Not only did they remain on target, but figures to the end of March show a 10 percent increase in loadings. Top destinations are Nice, Marseilles and Barcelona.'

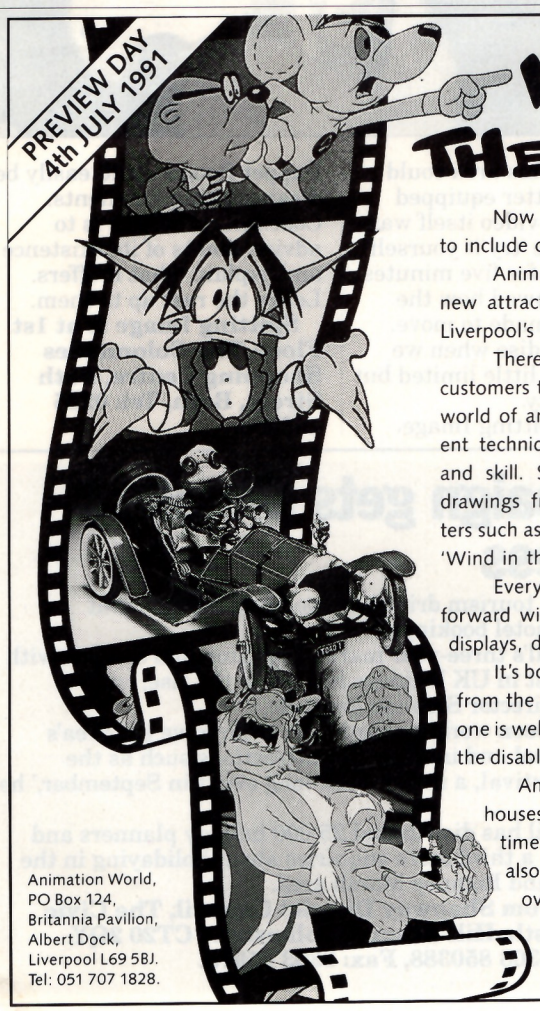
Other continental tour operators say it will be hard to make up the ground lost when holidays in the Mediterranean were boycotted by the public during the Gulf conflict, but bookings are now back to normal.

'We started the summer season way behind,' said a spokesman for Siesta, based in Hull. 'But we are now on a par with last year.'

He said the shuttle holidays operated by his company were not tailing off, and he hoped the awful UK weather would persuade more tourists to make a late booking.

Excelsior's managing director Len Clarke said continental coach tours were heavily booked: 'But we're probably getting as many bookings for domestic holidays,' he told *Coachmart*.

The weather had also had a beneficial effect on Excelsior's south coast excursion business. Rain had driven holidaymakers on to coaches so they could see the scenery without getting soaked.


WHO'LL BE DRAWING THE CROWDS THIS YEAR?

Now there's something totally different to include on your itinerary.

Animation World. It's the most exciting new attraction for years and you'll find it at Liverpool's Albert Dock.

There's nothing more fascinating for your customers than to go behind the scenes of the world of animation. They can study the different techniques. Marvel at the animators' art and skill. See the original sets, models and drawings from children's favourite TV characters such as Count Duckula, Danger Mouse and 'Wind in the Willows.'

Everything is made simple and straightforward with 'hands-on' exhibits, original sets, displays, drawings and models.

It's both educational and fun for everyone from the young to the young at heart. Everyone is well catered for, with special facilities for the disabled, plus driver benefits and rest room.

And remember, the Albert Dock also houses the Beatles' Exhibition, The Maritime Museum and Tate Gallery. There's also a wide variety of places to eat and over fifty enticing shops.

Animation World is open daily 10.00am-6.00pm from July 10th '91.

For more information, simply return the coupon below. You'll find it isn't just the characters that come to life.

DRAWING ON EVERYONE'S IMAGINATION.

Please forward further information on Animation World.

NAME _____

COMPANY _____

ADDRESS _____

_____

_____

ANTICIPATED NO. IN PARTY _____

TELEPHONE _____ CMT 27/6

Please send to: Animation World, PO Box 124, Britannia Pavilion, Albert Dock, Liverpool L69 5BJ. Telephone: 051 707 1828.

Animation World,
PO Box 124,
Britannia Pavilion,
Albert Dock,
Liverpool L69 5BJ.
Tel: 051 707 1828.

# Southampton firm offers brochure service

A COMPLETE brochure service is being provided by Southampton-based Focus 2, with 10,000 colour pictures of holiday venues on file.

Focus 2 boss Richard Starkey told *Coachmart* his firm recognised a need for a simple approach to brochure design and picture supply: 'Coach operators didn't know what they would be charged for agency pictures until they got the bill. Then they'd get the real shock.'

He said his firm charges £17.50 for hire of a 35mm picture regardless of where it has been used in the brochure: 'A lot of operators are surpised when they get the bill for agency pictures because the price charged depends on position, size used and a number of other factors,' said Mr Starkey.

Focus 2's system enables operators to plan in costs more easily. Mr Starkey says the brochure design service he can offer could save money as well as time.

'I heard from an operator the other day who had paid £6,000 for 6,000 copies of a brochure in black and white with colour on the cover. We could have done the whole job, full colour, for just £8,000,' he told *Coachmart*.

Mr Starkey admits his photo library has a few deficiencies in Denmark and an eastern European city, but said much of the work he has on file is of coach destinations.

**Full details are from Richard Starkey, Focus 2, 82 Brookside Way, West End, Southampton SO3 3GZ, Tel: 0703 477416, Fax: 0703 230735.**

# France map for top drivers

DRIVERS used to France and French roads may like to take a look at the French Tourist Office's Bison Futé map.

It's a map of alternative routes avoiding trouble spots and taking passengers through more attractive scenery. It's designed for car drivers but, provided the coach doesn't meet too many tractors, should provide a diversion.

Another useful guide is the Route Traffic Calendar, which gives traffic densities on French roads on any given date. Conditions are classified into normal, heavy or difficult. Combined with the Bison Futé guide, it may be a useful tool for tour planners and top-class drivers.

**Copies of both guides are available free from the French Tourist Office, 178 Piccadilly, London W1V 0AL, Tel: 071 491 7622, Fax: 071 493 6594.**

# York's latest

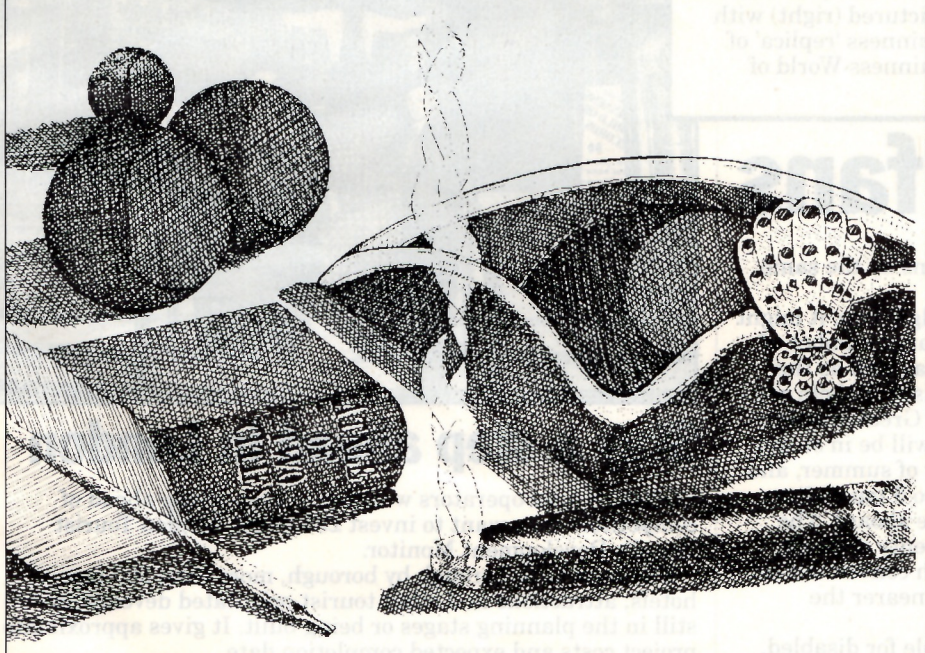
A COFFEE shop is the latest attraction in York - but one in the very oldest traditions of coffee houses.

June 29 sees the opening of Thomas Gent's Coffee House near Stonegate, and the promoters say it will transport visitors into the Georgian age when coffee was the High Society drink for gentlemen.

To recreate the 1770's atmosphere, costumed waitresses serve the drinks and food, there are replica 18th Century newspapers to read, wigs and swords seemingly discarded in the corners, and crockery and cutlery from the age faithfully reproduced.

**Full details are from Thomas Gent's Coffee House, 3 Coffee Yard, off Stonegate, York.**


Drake, Nelson, Pepys, Dickens and Churchill have all been.



· ALIVE · WITH · SURPRISES ·

Now it's your turn.

The award-winning Historic Dockyard is England's only living, working, growing maritime heritage attraction. Its 80 fascinating acres boast 47 Scheduled Ancient Monuments, 8 visitor galleries including the *Wooden Walls* exhibition of the making of Britain's great fighting ships, the working Ropery and famous Flag and Colour Loft. Group benefits include:

■ Group reductions ■ Series discount ■ Guided tours
■ Free coach parking ■ Schools service
■ Free meal and admission for coach drivers.

Easy to reach from M20 and M2. Open all year - Bank Holidays, Wednesdays and weekends, plus Thursdays and Fridays during summer.

To find out more, simply clip the coupon or call Sarah McKie on 0634 812551 (fax 0634 826918).

Post to: Marketing Dept., Historic Dockyard, Chatham, Kent, ME4 4TE

YES, please send me details of travel trade/group discounts.

Full name _____

Address _____

_____

Postcode _____

Please tick ✔
Coach operator ☐
Tour operator ☐
Education ☐
Group organiser ☐

THE HISTORIC DOCKYARD
Chatham, Kent

CM27/JUNE/91

# Dunkirk wine festival aids local disabled

A WINE and beer festival in Dunkirk promises to cement Britain's old friendships with the area and provide charity cash for its handicapped children.

Organised by Les Chevaliers du Vingtieme Siecle - a Round Table organisation - the four-day festival in Dunkirk Palais de Congres on October 25, 26, 27 and 28 features 100 exhibitors from wine growers to glass makers.

Visitors will be offered free wine tasting, advice from wine specialists, the chance to win one of 1,000 bottles of wine and the opportunity to buy both wine and beer at low prices.

The self-serve restaurant on site is offering a group discounted rate of FF650 for three courses, chosen from up to eight starters and five main courses. These facilities will be provided from 1300 to 1500 hrs on the 26th, 27th and 28th only.

***France, country style. Join in the festivities at Dunkirk's wine festival just a few miles from St Malo***

The festival has gone out of its way to make Britons welcome, providing interpreters to translate if the going gets tough. Many exhibitors are farmers, and speak no English. Entry to the event at The Kursaal is just FF10.

Details of the event can be obtained from Dunkerque Tourist Office, Palce du Beffroi, 59140 DUNKERQUE, France, Tel:010 33 28 66 79 21, Fax: 010 33 28 26 28 16. Hotels can also be booked through the tourist office, but deposits of half the entry cost or meal cost are required in advance for a firm booking.

# Summer events listed in ETB's kids manual

ANY coach operator with his sights set on school group bookings will welcome the English Tourist Board's update of suitable summer events.

The 32-page leaflet has 175 events listed, from attractions to teddy bears' picnics, doll exhibitions to steam rallies.

It gives a brief description of the event, its location and a name and number on which organisers can be contacted. Some entries include admission prices.

Copies of Summer Holiday Events for Children are available free from Deborah Knight, ETB, Thames Tower, Black's Road, Hammersmith, London W6 9EL. Send a large stamped, self-addressed envelope.

GUINNESS World of Records has tied up the latest World record - 203 feet of silk tie *(pictured right)*. The new exhibit at the London venue in Piccadilly's Trocadero was hand-made with 5,000 stitches along its length. It was made by Alan Pope, pictured (right) with son Gary, Guinness' Mike Tickner, and the Guinness 'replica' of fatman Robert Earl Hughes. For details of Guinness World of Records, 'phone 071 439 7331.

# One for rail fans

STEAM train fans will be flocking to Didcot on September 1 when the Great Western Society's weekly Steamday features something different.

For the event, the Signal and Telegraph Department of the steam preservation society will be opening its doors to the public on guided tours. Pre-booking is essential as numbers will be limited.

Also limited are places on a September 14 trip aboard the train hauled by newly-restored 1934 loco Nunney Castle. It sets out from Paddington, calling at Reading and Didcot before going to Stratford for the day. It then returns by the same route.

As a nostalgia trip, it might appeal to a large number of older people as well as the rail enthusiasts. Tickets are £39.50, from Great Western .

Two locos will be in steam each Sunday of summer, and from 11 am to 5 pm visitors can get a ride aboard. The venue has plenty of coach parking, with convenient set-down points nearer the centre.

It is suitable for disabled, but there is a long stair climb involved to get to the centre. Details from Didcot Railway Centre/Great Western Society, Didcot, Oxon OX11 7NJ, Tel: 0235 817200.

# Stay a step ahead in London

LONDON area operators wanting to keep a step ahead of competitors may want to invest £35 in the London Tourist Board's Development Monitor.

The book lists, borough by borough, more than 500 new hotels, attractions and other tourist-orientated developments still in the planning stages or being built. It gives approximate project costs and expected completion date.

The directory is updated every six months, the current issue being updated to June 1991.

To get a copy, send a cheque for £35 payable to the London Tourist Board, to the Borough Liason Development Department, London Tourist Board, 26 Grosvenor Gardens, London SW1W 0DU, Tel:071 730 3450.

# COACHES WELCOME

## BLACKPOOL

**The New Central Hotel**

64A READS AVENUE,
BLACKPOOL FY1 4DF
TEL: (0253) 23637 RECEPTION
(0253) 20857 FAX

- All bedrooms centrally heated
- Most rooms en suite
- TV all rooms
- Large bar lounge
- Lift to all floors
- Excellent food with choice menus
- Special Christmas & New Year programmes
- Open All Year Round

*COACHES WELCOME* For further details and brochure write or Tel:
**0253 23637** (19887/CWL)

**DELMAR HOTEL**
**242 Queens Promenade**
**Bispham, Blackpool FY2 9HA**
The Delmar is a family run hotel with good home cooking and friendly atmosphere. Situated in a select position overlooking the cliffs and Irish sea. Easy access to trams, buses and Blackpool's many attractions.
Colour TV, tea making facilities all rooms, en suite available, lift, sun lounge, cosy licensed bar with free and easy evenings.
* Coach parties welcome
* 23 rooms catering for 53 persons
* Out of season cabaret weekends
*For further details contact*
**Jean or Bill Crabtree**
**0253 51327** (18130/HO)

**ALLANDALE HOTEL**
**387 SOUTH PROMENADE, BLACKPOOL**
**AUGUST SPECIAL OFFER**
Monday-Friday BB and EM + entertainment.
£75.00 basic. £80.00 en suite.
**Party of 20+ (Driver free)**
**Illuminations Weekends**
Friday-Sunday £60.00 basic. £65.00 en suite.
Mid week Monday-Friday £90.00 basic.
£95.00 en suite.
SEAFRONT HOTEL WITH LARGE CAR PARK
(parking for coaches)
*Between South and Central Piers*
**LIFT TO ALL FLOORS**
**Tel: Pauline 0253 46529**
(19065/HO/BLK)

## LLANDUDNO

**BAYTREE HOTEL AND RESTAURANT**
Promenade (opposite Pier) Llandudno LL30 2LP
**Tel: 0492 875858/878182 Fax: 0492 874810**
★ 54 rooms all en suite with colour TV, tea/coffee facilities
★ Heated throughout ★ Lift ★ Sauna
50 Yards from Beach, 100 Yards from Main Shopping Centre
**VACANCIES – JULY, AUGUST**
Dinner, Bed and Breakfast – Double/Twin £140 Per Person Inclusive
*Also Christmas*
4 Days £170 Per Person Inclusive – 3 Days £150 Per Person Inclusive
(19707 HO)

## SPAIN

**PLAYASOL HOTELS U.K.**
**★ SPAIN ★**
**HOTEL ACCOMMODATION 1991**
Costa Brava, Costa Maresma, Costa Dorada
***Only £65, 7 nights, F/B, 3 star hotel***
JUST ADD YOUR COACH CONTENT
*For Hotels brochures and firm prices ring*
**Mr. Rodriguez 061-655 3645**
(19062/HO)

## ESSEX

**The Wooden Fender** **Restaurant (0206) 230466**

* Extensive a la carte menu nightly except Tuesdays * Sunday lunches – starter choice of 5 roasts and sweet trolley * Week day lunches * Evening bar meals Monday to Sunday * Wedding receptions * Business lunches * Associations & clubs * Parties of all kinds catered for * Dance floor and disco supplied if required * Coaches by arrangement.
**Harwich Road, Ardleigh, Nr Colchester**
**(on A137 Colchester to Manningtree Rd)**
(19094/HO)

## SURREY

**THE CHAMPAGNE'S ON US!**
**For the operator bringing the most parties to the farmhouse table**
between April and July this year.
We are open all day from 7.30am to 11.00pm serving breakfast, lunch, snacks, teas, coffee and dinner.
Also 15th century village bar serving a wide selection of beers, spirits, wines etc. and with our gardens catering for the children we offer an excellent place to eat and drink.
*For further details contact Ernest Carrington*
**Tel. 0342 832017**
Eastbourne Road, Blindley Heath, Nr Lingfield, Surrey
(18351/SUR)

## ISLE OF WIGHT

**★ ATTENTION ★**
**Small family hotel on the Isle of Wight at Shanklin**
Offers half board accommodation up to 22 adults and children from £100 including VAT
**(Coach Driver Free)**
Apply Mrs I Burton
**Snowdon Hotel, 19 Queens Road, Shanklin, Isle of Wight**
**Tel. 0986 862853** (19703/HO)

## CORNWALL

**THE PENDOWER HOTEL**
**SEAVIEW ROAD, FALMOUTH, CORNWALL**
Available for approx 40 guests.
Mostly en suite with tea/coffee facilities, near to beaches and town centre, fine English cooking, TV lounge, bar, outdoor heated pool and sauna.
**★ Some weeks now ★**
**Available for 1991**
For small or larger groups and parties
Tariff rates available
*For more information*
**Tel. (0326) 312108**
(19730/CWL)

## SUFFOLK

**The Marlborough Hotel Felixstowe**
Welcomes all coach parties by prior arrangement offering – afternoon tea, bar snacks, buffets, carvery, restaurant, accommodation overnight stop! or weekends....
Drop off point and coach park nearby.
**For further details contact Kris or Norma on 0394 285621, Sea Road, Felixstowe**
(18609/HO)

COACHES WELCOME

# COACHES WELCOME

## BUCKINGHAMSHIRE

### MILTON KEYNES

★ Excellent location – very near A5 and M1 (J14) just a few minutes drive
★ Very close to main shopping mall
★ A 'free house' offering a wide range of traditional ales with 'fabulous home cooking'
★ We have ♿ facilities
★ Coach parties catered for by appointment

*For further information*

**Tel. John Tyler on (0908) 676346**
(18533/HO)

**THE COUNTRYMAN**

## TORQUAY

### THE PINE LODGE HOTEL

We have **special** weekly breaks available during **JUNE, JULY, SEPTEMBER and OCTOBER.**

★ Prices from £95.00 per week + VAT from Sunday-Saturday
★ Bed, breakfast and evening meal
★ All rooms en suite
★ 3 nights entertainment

**Tel. 0208 850236 office hours or 0637 850891 eves/weekends**
(19505/HO)

### PRESTBURY PARK HOTEL TORQUAY

Central to town and beach, 25 rooms, some en suite, excellent home cooking with evening entertainment.

**★ NOW OFFERS VACANCIES ANY AUGUST WEEKS – ★ LAST TWO WEEKS SEPTEMBER AND OCTOBER ★**

**FOR FURTHER DETAILS tel. 0803 293588**
(19676/HO)

## YORKSHIRE

AMRIK'S
**ASTORIA**

**Roundhay Road, Leeds, Yorkshire**

Situated 5 mins from Leeds City Centre with easy access to A1, M1, M62 – an ideal stopping place to relax. Only 2 mins from Roundhay Park (the largest Park in Europe). Open for Morning Coffee, Midday Meals and Bar Snacks, Evening Meals, Rendezvous Bar open all day 11am-11pm. Afternoon Tea or Tea Dances can be arranged.

**Free Coach Parking *Special Party Booking rates *Free Meal Voucher for Drivers.*

**For further details ring 0532 490362** (15833/CW)

### The Hobbit

*A Country Hotel with Restaurant, Bistro & Public Bars*

· BREAKFASTS ·
· TEAS ·
· YORKSHIRE NEET ·
· 23 ENSUITE BEDROOMS ·
· OPEN ALL DAY ·

*Contact David Gomersall for a party organisers pack.*

**(0422) 832202 HOB LANE, NORLAND, SOWERBY BRIDGE. Nr HALIFAX**
(19128/HO)

## WYE VALLEY

COACHES WELCOME
WYE VALLEY
**NEW MEAL STOP!!!**
for coaches touring the Wye Valley and Forest of Dean,
Lunches – Dinners
Cream teas – Snacks
**"OPEN ALL HOURS"**
**THE WYE KNOT INN**
**SYMONDS YAT WEST**
**0600 890 501**
3 miles Monmouth, 7 miles Ross, overlooking river and valley. River cruises available. Booking preferred
(19177/CW WV)

## NEWQUAY

### NEWQUAY

**Arundell Hotel,** Mountwise, Cornwall

A friendly family run hotel, centrally situated with panoramic sea views, offering full English breakfast and varied menus. Under personal supervision of chief proprietor.
★ 36 rooms, all en suite, with all colour TV, radio, telephone, intercom, tea making facilities.
★ Entertainment 6 nights a week in our large bar with dance floor ★ Full central heating, laundry and ironing facilities ★ Lift ★ Heated indoor pool ★ Sauna ★ Solarium ★ Spa pool.
● ON SITE PARKING ● DRIVER STAYS FREE

**Contact: Audrey Milne on (0637) 872481** (19129/HO)

## CUMBRIA

### ★ NEW FOR 1991 ★

With the addition of a further 15 bedrooms, we are now able to offer superb service, friendly atmosphere and VALUE for MONEY to COACH OPERATORS.

★ All bedrooms en suite
★ Tea and coffee facilities ★ Colour TV
★ Most with trouser press and mini bar
★ Weekly entertainment

**EASY ACCESS TO NORTH LAKES AND COAST**

Coach Park and cleaning in grounds also wash available within 3 miles. Driver free.

**Tel. 0900 64616**
(19193)

*The Clifton Hotel & Restaurant*

## GREAT YARMOUTH

**★ NOW AVAILABLE IN ★**
**★ GREAT YARMOUTH ★**

June, July, August, September.

With 27 bedrooms (10 en suite), Full central heating, excellent home cooking, adjacent to promenade, close to Britannia Pier and all amenities.

**Coach parking in own grounds.**

Bar lounge/dance floor, two lounges with colour TV, one *NO SMOKING.*

**Don't delay phone today Tel. 0493 843870**

*St Claire Hotel* (19680/HO)

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### TREAT YOUR PASSENGERS TO A VISIT AT THE LAKESIDE TEA ROOMS

★ Childrens adventure playground
★ Farm shop
★ Rare breeds poultry park
★ Pick your own fruit farm
★ Brymores famous ices

Set in lovely surroundings. Ample coach parking. Free meal for driver. Open daily 9am-8pm. (Follow brown tourist sign for Lakeside Adventure Park A158 out of Lincoln)

**Barlings Lane, Langworth, Lincoln. Tel. (0522) 754226**
(19909/CWL)

## LEWIS

### PULL IN AT THE BLUE BELL INN

**Open 8am-12.30pm**

Bed, breakfast and evening meals, snacks, sandwiches. We cater for your every requirement in fast food

★ Restaurant & Bar
★ Children welcome (adventure playground)
★ Large gardens with beautiful surroundings
★ Within easy access to an assortment of attractions in surrounding areas

Situated at the top of Broyle on the B2192 between Hallard and Ringmer, nr Lewis. Ample coach parking. Ring now.

**Tel. (0825) 840315**
(19912/CWL)

## WALES

### THE BELGRAVE HOTEL TENBY

Warm, friendly, comfortable, good food, choice menu, nightly entertainment.
All bedrooms with tea, coffee making facilities, Sky TV. Most with private bathrooms.
1992 Half Board per person per night + VAT
April & May (exc Bank Hols) **£17.00-£17.50**
(May weekends £46.50)
June, most of July & September **£19.00**
**Tel. Tenby (0834) 2377 asking for Malcolm Thomas**
1991 Sept 6 Nights, Sept 7th or 21st, **£100** + VAT
October, 4 Nights **£60.** 5 Nights **£75** + VAT (19921/CWL)

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# Coachmart CLASSIFIED MARKETPLACE

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## BARGAIN BUSES

**BARGAIN BUS**

**1984 DAF DKFL PLAXTON PARAMOUNT 3500**

4 star specification, MoT Dec 1991, private plate, painted all white, and in excellent condition.

**£28,500 + VAT**

**Tel. 0506 881318**

(19915/BAR)

**BARGAIN BUS**

**BEDFORD**

45 seater coach, 1971, MoT Sept '91, power door, excellent engine and seats.

**£995 ono**

**0205 722359**

(19933/BB)

**BARGAIN BUS**

**1984 B REG BEDFORD PARAMOUNT 3200**

53 seats, MoT October 1991, one driver from new, first to see will buy.

**£23,000 + VAT**

**Telephone: 0495 792 323 days or 0495 774000 eves**

(19908/BAR)

**BARGAIN BUS**

**1983 Y REG BOVA EUROPA**

11 months MoT, WC, continental door, wired for TV/video, 49 recliners, courier seat, ex Wallis Arnold, immaculate, interior and exterior.

**£23,000 + VAT**

**Tel. 0495 792323 days or 0495 774000 eves**

(19910/BAR)

## BEDFORD

**BEDFORD TURBO**

53 seater, television, video, tinted windows, double glazed, twin micros, pa, radio cassette, extra running lights, Telma, taxed and MoT, finished in two pack paint.

**£11,000 + VAT**

**Tel. 0457 868569**

(19746/BE)

**X REG BEDFORD YMQ**

Maxeta body, 35 seats, 9 standees plus pram pen. MoT April '92, Allison auto.

**£7,500 + VAT**

*This vehicle has been well maintained in daily use and owned by us since new.*

**Please contact Hutchison's Coaches, Overtown, Wishaw. Tel. (0698) 372132**

(19890/BE)

**C REG BEDFORD YMP**

Turbo/Maxeta body, 35 seats, 9 standees plus pram pen. MoT Dec '91, Allison Auto.

**£17,500 + VAT**

*This vehicle has been well maintained, in daily use and owned by us since new.*

**Please contact Hutchison's Coaches, Overtown, Wishaw. Tel. (0698) 372132**

(19892/BE)

**1979 V registration BEDFORD YMT DOMINANT II**

53 seats, Telma Retarder, pod, Bristol Dome, autolube, MoT April 92, recently repanelled and re-painted.

**£6,500 + VAT**

**1979 V registration BEDFORD YLQ DOMINANT II**

MoT Nov 91, 45 seats, autolube, Bristol Dome.

**£6,500 + VAT**

**Tel. 04884 438 or 0488 57107 evenings**

(19657/BE)

**BEDFORD PARAMOUNT YNT,** 53 seats, first reg 1.1.83, private plates, interior immaculate, **£19,000. Tel. 0205 364087.** (19721/BED)

**BEDFORD YNT,** 1983, 500 Turbo Duple Dominant IV, 53 seats, ZF gearbox, tinted d/g windows, Telma, taxed and tested, very good clean condition, genuine reason for sale. Must go, hence price. **£14,500. Tel. 0642 476436.** (19929/BE)

**1979 MARSHAL,** 36 seats, 330 engine, pas, air doors, ideal for training vehicle, Class 5, tested, **£2,750 + VAT ono. Tel. 0303 266533 day or 0303 813165 eves.** (19920/BE)

**BEDFORD** YNV (E Reg) Dec 1987, taxed & tested 30/5/92, Duple 57 reclining seats. Good order. **£36,000 + VAT. Tel. 0522 722705/721797/ 721863.** (19860/BE).

**1982 BEDFORD TURBO PLAXTON,** 53-seater, 6-speed gearbox, speed limited, PA, r/cassette, side lockers, test end July, will retest, vgc, **£13,000. 1978 BEDFORD PLAXTON SUPREME,** 45-seater, tinted windows, carpet floor, driver's fans, recon engine, r/cassette, vgc, test 30th August, **£5,000 (Scotland). Tel. 096785 272.** (19741/BE)

**1977 BEDFORD YMT,** 53 seats, tested 19.11.91, Plaxton Supreme III, **£5,000 + VAT. Tel. 081 858 7211.** (19868/BE).

**X REG BEDFORD SUPREME V EXPRESS.** 53-seater, radio/PA, curtains, speed limiter, good condition. **Tel. 028 686 208.** (19738/BE)

**BEDFORD PARAMOUNT YMT,** 53 seats, first reg 1.1.83, private plates, interior immaculate, **£16,500. Tel. 0205 364087. Possible part exchange.** (19721/BED)

**BEDFORD YMT PLAXTON SUPREME III,** 1977, 46 reclining seats, pa, radio, side lockers, test November 1991, **£2,750. Tel. 0462 811470/815424. Andrew Sutcliffe.** (19928/BE)

**1975** Bedford Duple Dominant, 53 seater, power door, PA system, retarder. Surplus to requirements. For quick sale. **£2,500 + VAT. Tel.0296 415468.** (19542/BE)

**1976 BEDFORD YMT,** 53 seats, tested 26/91/91, Duple Dominant Express. **£4,000 + VAT. Tel. 081 858 0031.** (19866/BE).

**1978 BEDFORD YMT,** 53 seats, tested 25.4.92, Duple Dominant II, recently rebuilt engine, wheel discs, **£4,500 + VAT. Tel. 081 858 8177.** (19867/BE).

## BOVA

**1984 FUTURA**

53/49 with demountable toilet, double glazed, TV, video. Lots of extras. First class order. Long MoT. Private reg.

**£32,500 + VAT**

**Tel: 061 477 3325**

(19734/BOV)

**1985 BOVA FUTURA HD**

48 recliners, 5 star spec including AC. 10 months tax and test. Very good condition.

**£38,950 + VAT**

**0786 814319 or 0831 417025**

(19903/BOV)

## BRISTOL

**1979 BRISTOL VRT SERIES 3,** Lowline Leyland engine, 74 seats, front entry, just tested for 12 months, good clean bus, **£4,350 + VAT. Tel. 0422 375893.** (19931/BR)

## DENNIS

**DENNIS JAVELIN,** 1989, G reg, 149,000 kms from new, Caetano 23.35m, 49/53, new shades, demountable wc and drinks. Part exchange possible, excellent condition. **£62,500. Tel. 0268 783878 (Essex).** (19916/DE)

## DAF

**1984**

**DAF BOVA Calypso**

53 executive seats, SDE, curtains, excellent condition, radio/PA, power door, MoT May 1992, low kms, blue exterior.

**£32,500 including VAT**

**0225 837491 (Avon)**

(19531/DA)

**1988 DAF SB2305DHS VAN HOOL ALIZEE H.**

51/55 seats, centre demount toilet, continental exit. Blaupunkt stereo, PA, VCR & demount monitor. Jason boiler, fridge plus many extras. **£65,000**

**1989 DAF SB2305DHS VAN HOOL ALIZEE DH**

As above plus double glazing. **£75,000**

**TEL 0772 635536**

(19743/DAF)

## DAF

### 1986 DAF SB2300 DMS DUPLE 340

53 recliners, centre sunken toilet, with continental door, power door, curtains, TV, video, drinks machine, MoT April '92.

**£42,500 + VAT ono**

**Tel. 0672 40330 or 0278 684683 eve/weekends**

(19922/DAF)

**1987** DAF SBR 3000 BERKHOF ECLIPSE, 2 x 76 seater, hot drinks machine, toilet, Webasto, Telma, double glazed, curtains, will separate, reduction for pair. P.O.A. **Tel. 0860 594842 or 0375 379600 eves.** (19865/DAF).

**1979 DAF MB200 DKL PLAXTON SUPREME IV.** 11 mtr, 49 seats, speed limiter, exhaust brake, power door, MoT'd 3/92. **Offers. Tel. 0200 26269 or 0831 579371.** (19884/DAF)

1984

### DAF SB 2300 JONCKHEERE P599

Full spec, 51 recliners etc, reconditioned engine, new clutch, brakes etc plus new test. Very, very clean.

**£35,850 + VAT**

**Tel: 0786 814319 or 0831 417025**

(19902/DAF)

**1983 MB200DKFL EXECUTIVE** with toilet, driver's bunk, TV, video, coffee machine, 46 seats, 4 tables, double glazed, Telma and limiter fitted, 198,000km, MoT April 1992. **£38,000 ono. Howletts Coaches, Winslow. Tel. 0296 713201.** (19874/DAF)

**FOR SALE OR LEASE.** 1984 DAF SB PLAXTON 3500. TV, radio, fridge, tea machine, WC, etc, private plates. Tested April 1992. **Tel. 0325 353837.** (19698/DAF)

### 1985 DAF JONCKHEERE P599

Full executive spec, 49 reclining seats, 2 TVs, fridge, drinks, centre toilet, blinds to side windows (d/glazed), MoT February 1992.

**£39,500 + VAT**

**Call anytime on 0533 777111**

(19898/DAF)

**1985 DAF BERKHOF ESPRIT EXECUTIVE,** 49 recliners, toilet, TV, video, excellent condition, p/x considered, finance arranged, transfer of lease possible. **£42,000 ono + VAT. Tel. 0786 823099 or 0836 702484 (mobile).** (19930/DAF)

**DAF MB230,** 1984, 50 seats, Caetano Algarve body, MoT, drinks machine, fridge, toilet, video, MoT February 1992, very tidy coach. **£39,750 + VAT. Tel. 0643 821883.** (19932/DAF)

### Rear Engine DHTD PLAXTON 3200

Low drive, 55 seats, choice of 3. D or E reg.
Owned by us since new. All service records available, all fitted with curtains, headrest covers. Radio, PA, trims. Immaculate condition throughout.

**Prices from £45,000 + VAT.**

**Apply BENNETTS COACHES**

**0452 27809**

(19900/DAF)

**FOR SALE.** 53 seater DAF MB200, Plaxton Supreme 4. **Tel. 0325 353837.** (19699/DAF)

## FORD

**1978 FORD R1014** Willowbrook, 47 seat, service bus, power steering, manual gearbox, MoT Nov 91. **£3,500 +VAT. Tel. (0303) 51782 (Folkestone).** (19664/FO)

### 1983 DAF MOSELEY ALFA GT

Private plate, 885 NBH. 53 recliners & courier seat, tints, full draw curtains, radio cassette/PA, video and monitor, hot water boiler. Telephone can be supplied. **£19,500 ono.**

**Ring: Paul, at VILLAGE GROUP TOURS**
**051 448 1464 (Daytime)**
**0831 313740 (Mobile)**

(19886/DAF)

### FORD 31/35 SEATER

Tables, television, video, twin micros, pa, tape deck, full draw curtains, MoT and taxed, finished in two pack paint.

**£11,000 + VAT**

**Tel. 0457 868569**

(19745/FO)

## DOUBLE DECKERS

### MOFFAT & WILLIAMSON LTD, MAIN ROAD, GAULDRY DD6 8RQ

**2 – 1975 Daimler Double Decker,** 70-76 seats, with MoT, **£4,500 each**

**3 – 1976 Daimler Double Decker,** 77 seats, with MoT, **£4,750 each**

**1 – 1970 Leyland Atlantean,** 77 seats, with MoT, **£1,750**

**1 – 1979 Ford Reeve Burgess,** 17 seats, 1 year MoT, **£2,500**

***All in daily use and clean condition***

**Tel. 082 624 777**

(19919/DD)

**LEYLAND** Atlantean (V Reg) 1979. Taxed, tested, Oct 91. 74 seats. Alexander body. **£7,500 TVAT.** In daily service. Try out on service journey. Tel. (Lincoln) 0522 722702/721797/ 721863. (19862/DD).

**DAIMLER FLEETLINERS** and **ROUTEMASTER** buses. **Choice of 8** with PSV MoT, ready to work. Prices from Fleetline, **£1,500.** Routemaster **£3,500. Tel. 081-530 5344 and 0708 767710.** (19740/DD)

### FORD TURBO PRIVATE PLATE PLAXTON SUPREME IV P/D

Purmo heating, 53 seats, Telma, new Ford engine, good general condition, MoT Dec.
**Must sell.**

**£6,995 ono + VAT**

**Tel. Buglers 0272 778759 day, 779170 eve/weekends**

(19692/FO)

**1982 FORD R1114 TURBO,** 53 seats, tested 24/5/92, Plaxton Supreme V, side lockers, tinted windows, curtains, brown moquette, PA system, good condition, Bristol Dome. **£10,500 + VAT. Tel. 081 858 6672.** (19869/FO).

**1982 X REG FORD R1114.** Plaxton Supreme IV, 53 seats, tinted glass, 47,000 km, Telma Speed Limiter, taxed & tested, full service history. Very clean coach throughout. First to see will buy. **£13,995 ono + VAT. Tel. 081 395 8836 or 0836 606994.** (19651/FO)

**1977 FORD R1114.** 53 seater, MoT'd. **£4,500 + VAT. Tel. 0386 45847.** (19876/FO)

**1974 FORD DUPLE DOMINANT 1,** 53 seats, MoT 12.9.91. Will have new MoT August 1991. **£1,990 ono. 1973 FORD PLAXTON ELITE,** 45 seats, MoT 8.6.92. **£1,500 ono. Howletts Coaches, Winslow 0296 713201.** (19875/FO)

**1982 PLAXTON** MkV, 53 seats, recent engine, recent retrim, curtains, tinted window, side locker, Telma, twin tanks, 12 months MoT, all white, **£11,500 + VAT. Tel. (0829) 732378.** (19872/FO).

## LEYLAND

**1975 LEYLAND 680.** 57 seaters, MoT'd. **Tel. 0386 45847.** (19880/LE)

### 1988 TIGER

Pneumocylic box, Derwent body, 54 seats + 24 standees, MoT June '92.

**£45,000 + VAT ono**

**Tel. 041-956 5678**

(19879/LE)

**LEYLAND LEOPARD,** 12m Dominant, private reg, 53 retrimmed moquette recliners, semi-auto, power steering, FSH, new PSV test, superior example, ready to work, unbeatable value. Only **£3,995 ono. Tel. 0622 757101 any time.** (19550/LE)

**1985 LEYLAND TIGER CARIBBEAN II,** 50 rec, tinted glass, curtains, cont door, steps, smart coach. **P/X** Executive coach or 24-seater and power door or sell. **£28,000. Oare's, Holywell. Tel. 0352 713339 (Clwyd).** (19736/LE)

**1984 LEYLAND ROYAL TIGER PLAXTON 3500,** ZF gearbox, toilet, coffee machine, video, 49 reclining seats, MoT April '92. **£35,000 ono. P/X considered. Tel. 0272 710251.** (19901/LE)

**PLAXTON LEYLAND LEOPARD,** 1979, 680 semi auto, 57 seats, Telma, roof, matching trim, MoT May 1992. **£11,500 + VAT. Tel. 0222 884648/9.** (19882/LE)

**1982** Leyland Cub Duple Dominant service bus, 31 seats, 7'6" wide, low milage. New test, lovely condition. **£7,250. Tel. 069 887 242, eve & wed 289 or 264.** (19547/LEY)

**1982 LEYLAND TIGER PLAXTON.** 57 seats, semi-auto, MoT, April 1992, **£21,000. 1980** Leyland Leopard Plaxton Supreme Express, 53 seats, semi-auto, power steering, FM pump, MoT March, 1992, **£12,000.** Both vehicles in excellent condition. **Tel. 0594 542224.** (19739/LE)

**82/83 (P/P) LEYLAND TIGER 245 DUPLE GOLDLINER.** 46 Pullman, recliners, toilet, soft trim roof, side and floor, tinted double glazed windows, 6-speed ZF box, power door, Webasto heating, MoT 15.11.91. **£19,500 ono + VAT.**

**82/83 (Y) LEYLAND LEOPARD PSV V ECW.** 57 bus seats and four standees, tinted windows, power door, semi-auto, destination equipment. Taperlite springs, boot spare glass included in sale, Webasto heating, MoT 27-6-92.
**£12,500 ono + VAT.**

**76/77 (R) LEYLAND LEOPARD PSV III WILLOWBROOK.** 49 reclining seats, power door, destination equipment, semi-auto, good reliable vehicle for contracts etc. MoT 23-10-91.
**£2,250 ono + VAT.**

**Part exchange for newer vehicles considered. All available immediately.**

**061 367 8989 (Mike)**

(19529/LEY)

## NEOPLAN

**1983 CITYLINER MERCEDES V8**
Private plate, 49 recliners and toilet. Retrimmed in grey with rainbow pattern. Repainted in your livery and restyled with 1991 front and rear end, looks like a new vehicle. MoT May '92.
**£45,000 + VAT**

**1985 SKYLINER MERCEDES V10**
Private plate, 73 seats, all usual extras, restyled as above and painted in your livery. MoT June '92.
**£55,500 + VAT**
***Tel. Mike Trathen on***
**0752 790565**
(19582/NEO)

**NEOPLAN SKYLINER,** 76 seats, first reg 7.12.83, interior refurbished 2 years ago, Merc engine and running gear, exterior white, **£48,000. Tel. 0205 364087.** (19722/NEO)

**1985 NEOPLAN SKYLINER.** 79 seats, toilet, coffee machine, etc, excellent condition, used only for our own guests. **£65,000 plus VAT. Otford Manor, (Sevenoaks). Tel. 0732 63131.**
(19733/NE)

## SCANIA

**1984 P599 JONCKHEERE**
49 new seats, Vogel 3000 not retrimmed. Air con., double glazed, tv, video, driver's bunk, lots of extras. First class order. **£40,500 ono + VAT.**
**For more details Tel: 061 477 3325**
(19735/SC)

## MERCEDES

**Y REG MERCEDES 508D,** 19 seater. Choice of two.
**£6,250 each + VAT**
**A REG MERCEDES 608D,** 21 seater.
**£6,250 + VAT.**
**Tel. 081-893 2030**
(19677/MER)

**MERCEDES TAZ DUBRAVA**
1988, F reg, 54 seats, double glazed, Webasto heating, resprayed in your colours.
**£39,000 + VAT**
**Telephone: 081 994 2640**
(19668/MER)

## MAGIRUS

**1983 MAGIRUS DEUTZ APOLLO,** 55 seats, wc, servery, courier, Webasto, cavernous luggage, TV/video, 360,000kms, MoT, eyecatcher. **£34,500 ono. Tel. 0268 783878 Essex.** (19917/MA)

## VOLKSWAGEN

**1987 VW TURBO OPTARE**
25 seats, very good condition.
**£9,750 + VAT**
**Tel. 071 935 0072**
(19913/VW)

**1984 MERCEDES 0303 HIGHFLOOR**
MoT Nov '91, 49 seats plus courier, 251,444kms only, sunken toilet, twin video system, hot drinks dispenser, fridge, Blaupunkt stereo, pa system, alarm, red/cream/gold livery, not sign written, blue/grey interior.
**£45,000 ono + VAT**
**Tel. 0388 832240**
(19669/MER/PIC/CH)

**ONE ONLY**
15/16 seat, full luxury, PSV, 410 diesel, pas, all extras included, special offer! To be exhibited at NEC **BCC Coaching Symposium** in **October in your livery.**
**Tel. 0392 211611**
**and put your name on it!**
(19864/ME)

**1985 (B) MERCEDES 0303**
49 recliners and courier seat, radio cassette/PA. Video monitor, toilet, hot water boiler, fridge, driver's bunk, tinted double glazing, air horns. One owner from new. Full history. Telephone can be supplied. Full ticket. **£49,500 ono.**
**Ring: Paul, at VILLAGE GROUP TOURS**
**051 448 1464 (Daytime)**
**0831 313740 (Mobile)**
(19885/ME)

## VAN HOOL

VANHOOL **SCOTLAND** VANHOOL
*SALES · SERVICE · SPARES*
**MOSELEY DISTRIBUTORS LTD**
COATBRIDGE (0236) 40559
24 HOUR, 7 DAYS-A-WEEK EMERGENCY GLASS REPLACEMENT SERVICE - AFTER HOURS CONTACT (0324) 814192 OR (0236) 83494
(18547/VH)

## VOLVO

**1982 VOLVO B10M JONCKHEERE BERMUDA**
MoT January 1992, excellent condition, used on tours, coffee, tea, TV and toilet, 53 seater, Telma, Webasto, refurbished.
**£36,000 ono + VAT**
**Telephone: 0425 271111**
(19670/VO)

**1985 VOLVO B10M**
Plaxton 3500, 53 recliners, Webasto, private plate, MoT January 1992. Good condition. **£38,500 ono.**

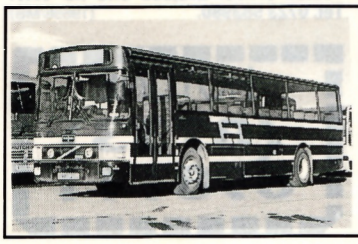
**1984 VOLVO B10M LAG GALAXY**
53 recliners, Webasto, private plate, MoT March 1992, good condition.
**£32,000 ono VAT**
**Tel. Gales Coaches, ask for John 0428 643837**
(19918/VO)

**1983**
**B10M Plaxton Paramount 3500**
50 reclining seats + courier, Telma, double glazed, pa/radio/tape, full service history from new.
**Tel. Epsom Coaches on Epsom (0372) 725252**
(19858/VO)

**FOR SALE OR LEASE.** All white, 1984 Volvo B10M twin deck coach, 58 seats, private plates, tested May 1992. **Tel. 0325 353837.** (19697/VO)

**1984 VOLVO B10M BERKHOF EMPEROR**
60 rec., toilet, radio/PA, 3 + Vs/Video, usual spec.
**£37,500 + VAT**

**1983 VOLVO B10M PLAXTON PARAMOUNT 3500**
49 recliners, toilet, radio/PA, TV/video.
**£37,000 + VAT.**
**Tel. 0271 43538**
(19854/VO)



**B REG VOLVO B10M/VAN HOOL ALIZEE DUAL PURPOSE VOITH AUTO**
51 seats, 21 standees plus pram pen. MoT Nov '91.
**£38,000 + VAT**
*This vehicle has been well maintained and owned by us since new.*
**Please contact Hutchison's Coaches, Overtown, Wishaw. Tel. (0698) 372132**
(19891/VO)

**D REG VOLVO B10M GL**
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**1986 MERCEDES,** 21 seats, new MoT.

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(19117/B)

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**1982 DAF MB200** Plaxton Supreme GT. 53 recliners, MoT 6/8/91 **£20,000**

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**1979 VOLVO B58 ALPHA.** 53 seats, MoT 20/3/92 **£7,000**

**1978 FORD DOMINANT II.** 53 seats, MoT 8/10/91 **£3,000**

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1984 (B) Leyland Tiger 245 Duple Laser, 57-seater, super condition, available immediately. Value for money.
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(19859/UN)

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(19924/UN)

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## UNCLASSIFIED

**1979 FORD DOMINANT II EXPRESS,** 53 seats, MoT 5/92, ext. white ..... **£6,000.**

**1979 FORD DOMINANT II,** 53 seats, power door, MoT 6/92, ext. white ..... **£6,000.**

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**24-SEAT EUROPA conversion,** Luggage racks, deep boot, ext. white. (Choice of two) .....**£18,000.**

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(19684/UN

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**1987 D REG FREIGHT ROVER DIESEL.** MoT January 1992, 16 seater, recent new engine. **£5,250 + VAT.**

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(19914/UN)

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Turbo, 35 Recliners, TV, Video, carpeted, coffee machine, excellent condition. 3 tables. **£33,900**

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TV, video, coffee machine, toilet, rear lounge, 2 fridges, exhaust, brake, deep boot, air con, Webasto. **£27,900**

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(19871/UN)

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**1988 (E) VOLVO B10M 3500,** Paramount, 49/53 seats, centre continental door, toilet, new MoT.

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**1986 (C) FORD TRANSIT,** 16 seater mini coach, power door, MoT March 1992.

**1984 DAF JONCKHEERE,** 49 seats, toilet, TV, video, MoT March 1992.

**1983 DAF JONCKHEERE,** 49 seats, toilet, TV, video, MoT March 1992.

**1984 PRIVATE PLATE DAF SBR 2300 JONCKHEERE,** 3 axle, 71 seats, toilet, TV, video, MoT May 1991.

**1983 PRIVATE PLATE MAN SR280 VAN HOOL ALICRON.** 49 reclining seats, toilet, TV, video, MoT May 1991.

**1983 (Y) VOLVO B10M VAN HOOL ALIZEE.** 53 reclining seats, courier seat, continental door, new MoT.

**1983 (Y) VOLVO B10M DUPLE DOMINANT IV.** 12 mtr, 53 seats, radio, PA, new MoT.

**1983 MAN T813 VAN HOOL ALIZEE,** 38 reclining seats, TV, video, centre toilet, kitchen, MoT April 92.

**1981 (X) BEDFORD PLAXTON YMQ,** 10 metre, 45 seats, power door, radio/PA, MoT July 1991.

**1978 (T) LEYLAND NATIONAL.** 49 seats, 22 standees, choice of 2. Long MoTs.

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(19553/UN)

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(19877/UN)

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(19671/UN)

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(19873/UN)

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| 1983 Paramount 3200 Tiger 245, 53, express, vgc, MoT, repainted white | £27,500 |
| 1982 ECW Leyland Leopard 680, 49 seats, very good condition, MoT September 1991 | £10,500 |
| 1982 Bedford YNT, 53 seats, new MoT, good condition | £14,000 |
| 1981 Plaxton Volvo B58, 12 metre, 53 E-type seats, good condition, new MoT | £19,500 |
| 1979 Bedford YMT Plaxton, 53 seats, long MoT | £6,500 |
| 1976/77 Leyland Leopard, s/a, Plaxton Supreme, power door, various MoT | From £3,000 |

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**1977 LEYLAND LEOPARD,** Plaxton Supreme body, 53 seats. Test 18-10-91. **£6,750.**
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**1976 VOLVO AILSA,** 79 seats, Alexander body, power steering, single entrance.
**1976 VOLVO AILSA,** 79 seats, Alexander body, power steering, single entrance.
**1976 VOLVO AILSA,** 79 seats, Alexander body, power steering, single entrance.
**1976 VOLVO AILSA,** 79 seats, Alexander body, power steering, single entrance.
**1976 VOLVO AILSA,** 79 seats, Alexander body, power steering, single entrance.
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**1975 LEYLAND ATLANTEAN,** Northern Counties body, 75 seats, power steering. Test expired.
**1975 LEYLAND ATLANTEAN,** Northern Counties body, 75 seats, power steering.
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(13734/UN)

## UNCLASSIFIED

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**90 MERCEDES 408,** 15 coach, PSV.
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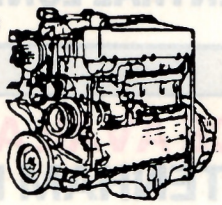

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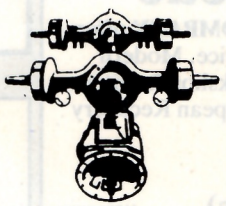

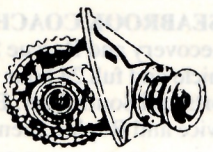

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**1989 F SB2305DHS,** VAN HOOL ALIZEE DH, 51R + TOILET
**1989 F SB3000DKV,** VAN HOOL ALIZEE DH, 51R + TOILET
**1989 F MB230LT,** PLAXTON 3500, 53R
**1989 F MB230LB,** PLAXTON 3500, 51R + TOILET
**1989 F MB230LB,** PLAXTON 3500, 53R
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**1988 E SB2305DHS,** DUPLE 340SL, 57R
**1988 E SB2305DHTD,** DUPLE 320SL, 57R
**1988 E MB230LB,** VAN HOOL ALIZEE SH, 53R + TOILET
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**1988 E MB230LT,** PLAXTON 3500, 53R + TOILET
**1988 E MB230LB,** PLAXTON 3500, 53R
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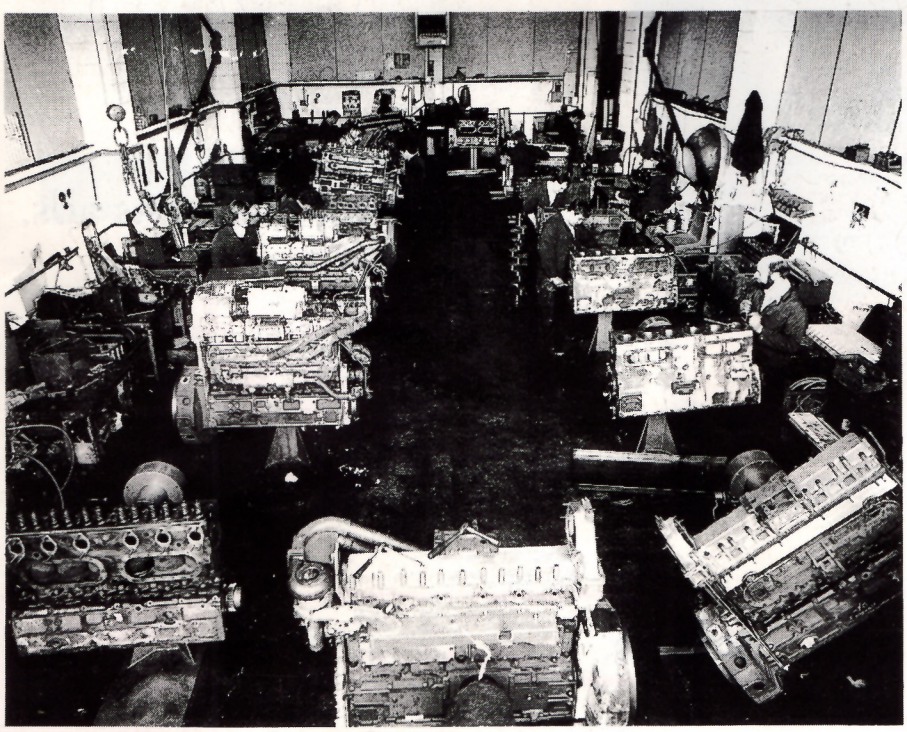

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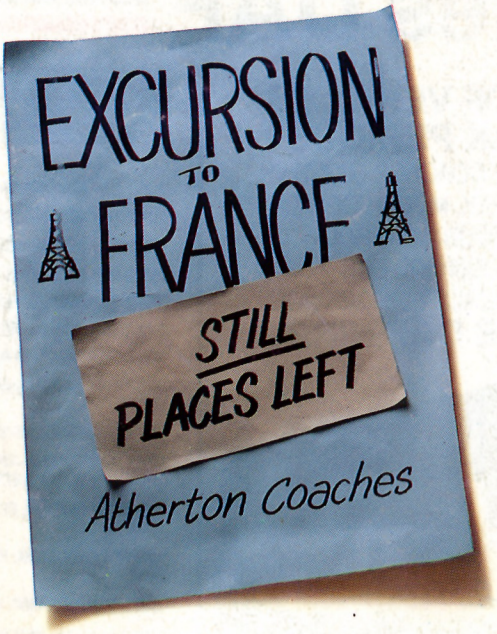


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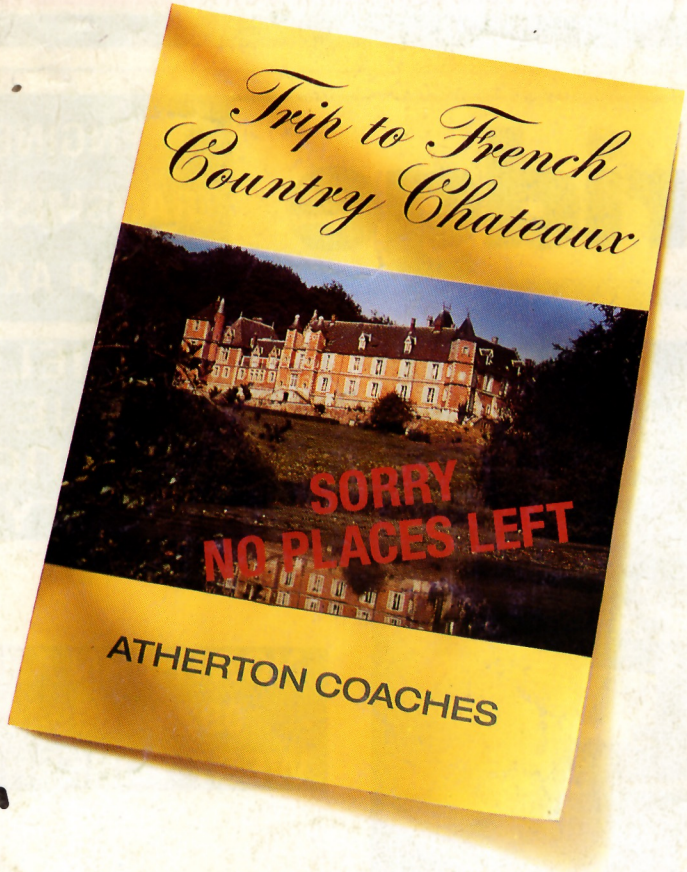


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